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AMERICAN STATE PAPERS.

CLASS VII.

POST OFFICE DEPARTMENT.



AMERICAN STATE PAPERS.

DOCUMENTS,

LEGISLATIVE AND EXECUTIVE,

OF THE

CONGRESS OF THE UNITED STATES,

FROM THE FIRST SESSION OF THE FIRST TO THE SECOND SESSION OF THE
TWENTY-SECOND CONGRESS, INCLUSIVE:

COMMENCING MARCH 4, 1789, AND ENDING MARCH 2, 1833.

SELECTED AND EDITED, UNDER THE AUTHORITY OF CONGRESS,

BY WALTER LOWRIE, *Secretary of the Senate,*

AND

WALTER S. FRANKLIN, *Clerk of the House of Representatives.*

VOLUME

WASHINGTON:

PUBLISHED BY GALES AND SEATON.

1834.



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AMERICAN STATE PAPERS.

POST OFFICE DEPARTMENT.

1st CONGRESS.]

No. 1.

[2d Session.

PLAN FOR IMPROVING THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES BY THE SECRETARY OF THE TREASURY, JANUARY 22, 1790.

GENERAL POST OFFICE, NEW YORK, *January 20, 1790.*

IN obedience to the orders of the Supreme Executive, I have the honor of laying before you such remarks and observations as have occurred to me, in attending to the Department of the Post Office; many of these observations will be found to be of a general nature, and founded in opinion: for there are not documents in the office on which to found estimates that would afford satisfaction.

The existing ordinance for regulating the Post Office, though very defective in many things, has not probably ever been put fully in execution; yet the smallness of the revenue arising under the same may have been the effect of various causes, some of which could not, and others might have been remedied, but not so fully as they may under the present Government.

As to the revenue of the Post Office, it may be observed—

First. That there may be so few letters written that, under the best regulations, it would not amount to any thing considerable; and the dispersed manner of settling the country may operate powerfully against the productiveness of the Post Office.

Second. The franking of letters may have been extended too far.

Third. Ship letters may not have been properly attended to.

Fourth. The rate of postage may have been too high in some instances, and too low in others.

Fifth. Stage drivers and private post riders may have been the carriers of many letters which ought to have gone in the mail.

Sixth. The Postmasters may have consulted their own interest in preference to that of the public.

Remedies may be applied to all these causes, except the first. With respect to that article, I have no documents on which to found an opinion that may be relied on.

The amount of revenue will undoubtedly be considerable, if the Department is well regulated. If we should form an opinion from a comparative view of the wealth, numbers, and revenue, of the Post Offices of other countries, it would be, that the Post Office of the United States ought to bring in annually nearly half a million of dollars, under similar regulations; whereas the gross receipts in any one year have not exceeded thirty-five thousand dollars; and for the two last years have been at about twenty-five thousand dollars a year.

The revenue of the Post Office, at present, arises principally from letters passing from one seaport to another, and this source will be constantly increasing.

If we average the postage paid on letters at five cents, five hundred thousand letters would produce the sum that now arises from the Post Office annually.

A revenue of five hundred thousand dollars would require ten millions, at five cents; five millions, at ten cents; and three millions and one third, at fifteen cents; which last rate is probably nearer the true average than either of the other sums.

If there be one hundred thousand persons that write in the course of a year, each of them, thirty letters, it will nearly make the number, or twenty-five thousand write severally one hundred and twenty letters.

Foreign letters should also be taken into the computation, which are very numerous, and in other countries are subjected to a heavy rate of postage.

If, however, we should place the nett revenue at one hundred thousand dollars, even this sum must be an object of great importance to the treasury of the United States. But it will require some time to get a system into operation so as to produce it.

Unless a more energetic system is established than the present one, there will be no surplus revenue that will be worth calculating upon.

The great extent of territory over which three millions of people are settled, occasions a great expense in transporting the mail; and it will be found impracticable to accommodate all that wish to be accommodated unless a great proportion of the revenue is given up for this object.

The applications for new Post Offices and new post roads are numerous; cross roads must be established, and of very considerable extent, in order to open a communication with the treasury and revenue officers.

On franked letters I have to observe, that the accounts have not been so kept in the Post Offices as that we can ascertain what the amount would be if they were charged with the usual rates of postage.

Newspapers, which have hitherto passed free of postage, circulate extensively through the Post Offices: one or two cents upon each would probably amount to as much as the expenses of transporting the mail.

The third article, if properly regulated, would be a source of great revenue. If the postage could be collected, the present rates would not produce a revenue much short of fifty thousand dollars a year. But upon the construction that has heretofore been put upon the ordinance of Congress, ship letters have operated as a clear loss to the revenue.

The clause of the ordinance is as follows: "For any distance not exceeding sixty miles, one penny-weight eight grains; upwards of sixty miles, and not exceeding one hundred miles, two penny-weights—and so on; and for all single letters to and from Europe, by the packet or despatch vessel, four penny-weights; and to the foregoing rates shall be added a sum not exceeding four-ninetieths of a dollar upon any letter, packet, or despatch, which shall come into the Post Office from beyond sea, by any other conveyance than by packet or despatch vessels."

The meaning of this clause, as it relates to ship letters, appears to be plain. Packet, or despatch vessel, can intend none other than American. All letters coming into the post office from beyond sea by other conveyance than American packets, should be charged with the four-penny weight, equal to twenty ninetieths, and the additional sum of four-ninetieths, making twenty-four-ninetieths. And, if such letters are forwarded by land through the Post Offices, the usual rates for travelling letters should be charged over and above the twenty-four-ninetieths. The rates correspond nearly with the British rates for the like kind of letters. But whether so high a rate of postage ought to be put on letters that come by French or British packets, is a matter that is questioned by many.

The practice has been to charge two-ninetieths on ship letters delivered out of the same place where they were first received, and four-ninetieths in addition to the fixed rate of travelling letters on those forwarded to other places, if they came from beyond sea by any other conveyance than French or British packets. The two-ninetieths has been considered as a perquisite to the Postmaster; the General Post Office has not been credited with it. And, as the Postmasters are authorized to pay one-ninetieth a letter to the captains or masters of vessels bringing the same, they take credit to themselves for the one-ninetieth in their account current with the General Post Office. In one of the Post Offices, this one-ninetieth has amounted to one hundred and sixty dollars a year, and, consequently, the twenty-four-ninetieths, if it had been charged, would have amounted to three thousand eight hundred and forty dollars a year.

The late Postmaster at this place had as perquisites over and above his commission of twenty per cent. more than all the money that arose from ship letters, and one hundred and twenty pounds a year for his trouble with respect to French and British packets.

The foregoing rates of postage were reduced twenty-five per cent. by an act of Congress, of the —, 1787.

On the fourth article, I will give my reasons for apprehending that the rates of postage are, in some instances, too high.

Wherever Congress may hold their sessions, it will be considered as the centre of the United States, and will necessarily occasion a great deal of letter writing to that place. The extremes are, in my opinion, entitled to an easy and cheap access to that place through the Post Office. Their comparative advantages derived from the General Government are smaller than those of the more central, and ought not to be diminished by the heavy rates of postage that now exist. The postage of a single letter from Georgia, or rather Savannah, to New York, is thirty-three-ninetieths of a dollar, which amounts almost to a prohibition of communication through the Post Office. If it should be reduced to about sixteen cents, the revenue would not probably be injured by it.

So far as I have been able to collect the opinions of others relative to the fifth article, the injury the general revenue has sustained in this way is greater than I had expected; perhaps no complete remedy can be devised for this evil, yet it may undoubtedly be remedied in a great measure.

In the present manner of contracting to carry the mail, especially by stage carriages, the contractors labor under disadvantages, on account of the shortness of the time. One of them has property to the amount of nearly twenty thousand dollars employed in the transportation of the mail. Whenever they undertake to carry it one or two hundred miles, it costs them several thousand dollars for horses and carriages. This property sinks considerable in his hands, if he fails to contract the next year: many of them urge this contingency as a reason for a higher charge. The advertising for proposals for carrying the mail places the Postmaster General in a disagreeable predicament: for many poor people make proposals at so low a rate that it is obvious the business cannot be done as it ought to be, and consequently there cannot be a strict adherence to the lowest proposals. Discretion must be used, and the contract must be given to him who will most probably perform the duty with punctuality. A few failures in a year injure the General Post Office more than the public can be benefited by the recovery of the penalties in the contractor's bonds.

Whether it will not be proper to give the contractors that carry the mail by stage carriages the exclusive privilege of driving stages on the post roads, is submitted for consideration.

There are, at this time, about twenty different contracts for carrying the mail, which has a greater tendency to put the business into confusion than I apprehended: every contractor consults his own interest as to the days and hours of arrival and departure of the mail, without having a due regard to the necessary connexion of the Post Office. A regular system of days and hours of departure has never been established further southward than Alexandria.

The contracts for carrying the mails to the southward of New York the ensuing	
year amount to	\$14,973 75
And to the eastward of the same place to	6,003 15
	<u>\$20,977 00</u>

With the exclusive privilege of driving stages, and the contracts being for a greater length of time, this sum would probably be sufficient to induce men of property to come forward, when character and reputation would be the best kind of security for the Post Office. It is so necessary to establish regularity, in order to promote a well founded confidence in the Post Office, which I think can hardly be effected upon the present mode of contracting, that, if a different one should eventually cost something more, yet the Department would be benefited by it.

It is not difficult to ascertain what ought to be given for carrying the mail a mile; if the Legislature should fix the sum, it would then be the duty of the Postmaster General to find out such as he could place the most confidence in, to execute the business well. This method has always been practised in England, so far as I understand the regulations of the Post Office there.

On the sixth article it may be observed that very small advantages taken by those concerned in the receipt of postage, will, in a year, amount to a great sum. In some instances these may be justifiable: for example, the postage of a single letter from New York to Philadelphia, is one pennyweight eight grains, or sixpence two-thirds Pennsylvania currency. This cannot be made out in any pieces of coin current in the United States. The letters are charged with sevenpence, which is right: for if there must be a fraction it ought always to be taken in favor of the Post Office.

This, however, may be remedied in two ways; the one is to make the rates of postage to be received in each State conformable to the currency thereof. The other is for the United States to coin pieces that might correspond with the rates of postage.

The dead letters may afford an opportunity for defrauding the revenue; but if the deputies' accounts are properly examined in the General Post Office, many evils that might otherwise exist, will naturally vanish.

With respect to the present ordinance regulating the Post Office, I beg leave to suggest the propriety of sundry alterations and additions.

If the views of the Legislature should be to raise a revenue from the Post Office, the defects of the present system are many, and may easily be pointed out. But if there should be no such views, yet, for the purpose of establishing more security in the Department, sundry alterations will be found essentially necessary.

The two following articles operate most powerfully against the productiveness of the Post Office at present: Any person may receive, carry, and deliver, inland letters, and is subject to no penalty, if it be done without hire or reward.

The following alterations appear to me to be necessary for greater security in the Post Office, whether revenue be or be not an object:

A more accurate description of offences and frauds that may be committed by any person employed in any way or manner whatever in the Department; and the establishment of penalties proportioned to the injuries that may happen from the committing such offences, or being guilty of such frauds.

Those that will naturally present themselves first, will be such as may be committed by the Postmaster General, and those employed in his office.

And such as may be committed by the contractors for carrying the mail, and by their agents and servants.

Many offences may probably be pointed out that have never been committed in the United States: but the opportunity to commit them is great, and when committed the injury may be irreparable, as property to a very great amount is frequently entrusted in the mail.

It therefore appears to me that it will be only exercising a due degree of caution to guard against them by defining the crimes and affixing to the commission of them such penalties as will be most likely to deter from and prevent the actual commission of them.

The duties of the Postmaster General are at present to keep an office in the place where Congress may hold their sessions. To obey such orders and instructions as he may from time to time receive from the President of the United States. To appoint Deputy Postmasters, and instruct them in their duty in conformity to the acts of Congress. To receive and examine their accounts and vouchers, and draw out of their hands, quarterly, the balances due to the United States. To render to the treasury, annually, an account of the receipts and expenditures, for examination and allowance, and to pay over the surplus moneys. To provide by contract and otherwise for carrying the mail; and to pay the necessary expenses thereof. To establish and open new Post Offices and new post roads, whenever and wherever they may be found necessary, within certain limits marked out by the acts of Congress. And in general to superintend the department, and to be accountable for it in the various duties assigned to it, except the carrying of the mail.

On any breach of oath, on due conviction, he forfeits one thousand dollars.

With respect to the accountability of the Postmaster General, I beg leave to observe that no man can, however sagacious and cautious he may be in his appointments, without subjecting himself to certain loss, be responsible for the conduct of his deputies. The calculations of loss being certain in case of responsibility, if he has not a salary sufficient to compensate such loss, he must, to save himself, transact the business, and keep the accounts in a manner that the treasury shall not be able to charge him with any more money than he chooses to be charged with; or he may endeavor to transact the business fairly, and hold the office until he finds he cannot preserve his reputation and credit, and then, if he is an honest man, he will resign.

The number of times the mail shall be carried weekly, the advertising for proposals for carrying the mail, and the establishing of new Post Offices and new post roads, appear to me to be matters that should be left in the direction of the Supreme Executive. Very great embarrassments ensue when business is pointed out in detail, and there is no power at hand that can alter the same, however necessary it may be to alter it.

The Postmaster General should be subjected to suitable penalties, in case he neglects or refuses to render true and just accounts of the receipts and expenditures, and to pay over the moneys to the treasury that may be over and above the annual expenditures, at such periods as may be required.

It may be a question whether the Postmaster General should keep an office separate from the one in which common and ordinary business is done. There may be some reasons why he should not have a separate office. Irregularities and interruptions of communications will happen, and those who have the receiving and delivering of the mail are most likely to be acquainted seasonably with them.

When the Postmaster General keeps a separate office many things that he ought to be acquainted with may entirely escape his notice.

I found the General Post Office not blended with one in which common and ordinary business was transacted, and it remains in the same situation.

The prohibition at present against receiving and carrying letters, extends to such only as do it for hire or reward; but it ought to extend to all who receive and carry letters, whether with or without reward; and penalties should be annexed to enforce an observance of it. Some few exceptions may be found necessary, where masters of vessels carry letters respecting the merchandises under their immediate care; and letters sent by a special messenger, by a friend, or by a common known carrier of goods.

Regulations may probably be found necessary respecting bye or way-letters; embezzling or destroying letters on which the postage has been paid; detaining or opening letters; secreting, embezzling, and stealing any valuable papers out of any letters; against the carriers of the mail in case they neglect or desert it; to oblige the ferrymen to set the mail across in all possible cases in a given time; to recover debts due to and from the Deputy Postmasters in a summary way.

These are some of the principal alterations that have occurred to me as being necessary to be introduced into the regulations of the Post Office, and no doubt many others may suggest themselves to the wisdom of the Legislature.

With respect to appropriating to a particular object any supposed surplus of revenue that may arise in the Department, I beg leave to observe that it will undoubtedly tend to awaken the attention of the citizens to the Department, if a certain sum should be required to be paid quarterly or semi-annually into the treasury, and be appropriated to the payment of the interest of the domestic debt, as far as it might go.

This might interest a powerful body of citizens in attending to the operations of the Department, and would probably have a greater tendency to keep the Postmasters strictly to their duty, if any should be otherwise disposed, than any authority with which the Postmaster General might be clothed.

I have enclosed the form of an act, or rather such principles as appear to me proper to be introduced into the arrangement of the Post Office, which will tend, more fully than the foregoing observations, to explain my views of the alterations that are necessary.

I am, sir, with esteem, your most obedient humble servant,

SAMUEL OSGOOD.

The Honorable ALEXANDER HAMILTON, *Secretary of the Treasury.*

[1st CONGRESS.]

No. 2.

[2d SESSION.]

SURVEY AND PUBLICATION OF THE POST ROADS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 27, 1790.

GENERAL POST OFFICE, NEW YORK, *April 26th, 1790.*

The Postmaster General, to whom was referred the memorial of Christopher Colles, with orders to examine and report his opinion on the same, begs leave to submit the following observations: The General Post Office is subject to many inconveniences for the want of a survey and map of the roads of the United States. The obtaining the same will be of great public as well as private utility. The objections that may be made against the plan of the memorialist will naturally arise from a supposed inaccuracy in the execution—the measurement of the roads by a perambulator not being so much to be relied on as by a chain; and that the extensiveness of the work will exceed the ability of the memorialist.

From the experiments that have been made by the memorialist, the measurement appears to be sufficiently accurate for the establishing of distances on the post roads: as, in a distance of ten miles, there was only a variation of ten feet, and in ninety miles an exact agreement with the measurement made by a chain. When the roads are very uneven and broken, the perambulator will make the distance greater, in proportion to the unevenness of the surface, than it would be by measuring with a chain. The experiments, however, that have been made, were upon roads that were as uneven as the roads are, in a general view, in the United States. The ability of the memorialist to execute the work within a reasonable time is evident from what he has already executed; and as it is the principal, if not the only dependence he has for the support of himself and his family, there is no doubt but he will be as industrious as his slender means will admit.

The assistance requested of the public, at the rate of one eighth of a dollar per mile, will amount to about three hundred and seventy-five dollars: for the extent to be surveyed cannot vary much from three thousand miles. The Postmaster General, upon a due consideration of the benefits that will result from the execution of the work undertaken by the memorialist, is of the opinion that the public interest will be promoted by granting him the aid prayed for, in proportion to the distance surveyed, and the publication, after being qualified to its having been done with proper attention.

All which is respectfully submitted.

SAMUEL OSGOOD.

The Honorable the SPEAKER of the House of Representatives.

[1st CONGRESS.]

No. 3.

[2d SESSION.]

LIST OF POST OFFICES, AND THE RECEIPTS AND EXPENDITURES TO JANUARY 5, 1790.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 27, 1790.

GENERAL POST OFFICE, *New York, April 26, 1790.*

SIR:

I do myself the honor to enclose, agreeably to the order of the honorable House of Representatives, of the 15th instant, a return which shows the route by which the mail is carried within the United States; the emoluments to each of the Postmasters; the incidental expenses and the nett revenue of each office; also the nett revenue of the Department, and expense of transporting the mail, for one quarter ending the 1st of January; and an estimate of the expense of supporting posts on the several cross roads. There are several parts of entry with which there is no communication by posts. The Secretary of the Treasury has mentioned Bermuda Hundred and Tappahannock as the most important. It appears by the statement that the revenue arising on the cross roads is considerably short of the expense of transporting the mail. Should others be established, it is not probable that the revenue will bear a greater proportion to the expense than it does on those already established.

SAMUEL OSGOOD.

The Hon. the SPEAKER of the House of Representatives.

Return of Post Offices in the United States, showing the amount of monies received in each office, the emoluments of the Postmasters, incidental expenses, and net revenue, for three months, commencing October 5, 1789, and ending January 5, 1790; also the expense of transporting the mail for three months, agreeably to the contracts for the year 1790.

STATE.	Places where Post Offices are kept.	Total received in each.	Emoluments of the Postmaster.	Incidental Expenses, including ship letters.	Net Revenue for three months.	Revenue on certain parts of the road.	Contracts for the year 1790.	Expenses of transporting the mail for three months.
Massachusetts,	Wiscasset,	\$1 76	\$0 36	\$0 12	\$1 98			
	Portland,	36 09	7 22	1 40	27 47			
New Hampshire,	Portsmouth,	92 66	18 59	1 57	69 02	\$38 75	Richard Kimball, post rider, 59 miles, once in two weeks, at \$150 per annum,	\$37 50
Massachusetts,	Newburyport,	57 83	3 46			69 02	Joseph Barnard, post rider, three times per week in summer, and twice in winter, 60 miles, at \$600 per annum,	150 00
	Iswich,	6 37	1 22	3 70	41 35			
	Salem,	80 61	1 27		5 10			
	Commissions on free letters,		16 13	57	62 67			
	Boston,	661 93	1 21	13 66	507 80	616 92	Greenleaf & Stavers, contractors, three times per week in summer, and twice in winter, 61 miles, at \$733 33 per annum,	183 33½
	Commissions on free letters,		10 50					
Connecticut,	Worcester,	11 47	2 29	1 50	7 68			
	Springfield,	12 50	2 50		10 00			
	Hartford,	74 26	14 86	67	52 15			
	Commissions on free letters,		6 58					
	Middletown,	24 37	4 87		19 50			
	New Haven,	46 96	9 39	10 61	25 85			
	Commissions on free letters,		1 11					
	Stratford,	3 15	91		2 24			
	Fairfield,	11 14	2 22		8 92			
	Norwalk,	2 91	27		2 24			
	Stamford,	3 81	76		3 65			
New York,	New York,	1,067 08	213 41	36 89	702 87			
	Commissions on free letters,		38 91					
	Allowance for British packets,		75 00					
New Jersey,	Newark,	9 48	1 90		8 58	834 60	Levi Pease, contractor, three times per week in summer, and twice in winter, 249 miles, at \$3,300 per annum,	825 00
	Elizabethtown,	12 33	2 46		9 87			
	Brunswick,	5 00	1 00		4 00			
	Princeton,	29 37	5 88		22 85			
	Commissions on free letters,		5 64					
	Trenton,	28 00	5 60		21 96			
	Commissions on free letters,		1 30		4 80			
Pennsylvania,	Bristol,	6 00						
	Philadelphia,	1,530 73	306 14	77 84	1,137 61	1,208 67	Inskip & Cumming, contractors, five times per week, 95 miles, at \$1,333 33 per annum,	333 33½
	Commissions on free letters,		9 11					
Delaware,	Chester,	2 82	56		2 26			
Maryland,	Wilmington,	57 67	11 53		46 14			
	Elkton,	18 31	3 65		14 65			
	Charlestown,	2 19	44		1 75			
	Have de Grace,	10 30	2 06		8 24			

RETURN, &c.—Continued.

STATES.	Places where Post Offices are kept.	Total received in each.	Emoluments of the Postmasters.	Incidental Expenses, including ship letters	Nett Revenue for three months.	Revenue on certain parts of the road.	Contracts for the year 1790.	Expenses of transporting the mail for three months.
Maryland,	Harford,	4 00	80	61 64	3 20			
	Baltimore,	846 01	169 21		615 16			275 00
Virginia,	Bladensburg,	16 27	3 35	30	12 82		Van Horne & Kerlin, contractors, three times per week, 102 miles, at \$1,100 per annum,	
	Georgetown,	78 81	15 76	5 98	63 05		Gab'l P. Van Horn, contractor, three times per week, 54 miles, at \$597 33 per annum,	149 33½
	Alexandria,	289 90	57 95		226 64			
	Colchester,	7 07	1 42		5 65			
	Dandries,	86 09	17 30		68 79			
	Fredericksburg,	237 35	47 46		189 31			
	Bowling Green,	7 53	1 51		6 02			
	Hanover Court House, no accounts,							
	Richmond,	482 78	96 56	46 67	335 39			
	Commissions on free letters,		4 16		290 97			
	Petersburg,	322 26	64 45	36 84	259 97			
	Cabin Point,	11 17	2 33		8 84			
	Smithfield,	13 29	2 06		10 63			
	Suffolk,	32 90	6 95		30 32			
North Carolina,	Edenton,	55 75	11 15		44 60			
	Washington,	29 18	5 83		23 35	916 62	John Hoones, contractor, three times per week, 286 miles, at \$3,456 per annum, twice a week in summer, and once in winter, 56 miles, at \$760 50 per annum.	864 00
	Newbern,	43 13	8 90	9 10	25 13	23 35	Bryan McCabe, contractor, twice a week in summer, and once in winter, 38 miles, at \$456 per annum.	190 12
South Carolina,	Wilmington,	71 12	14 22		56 90	25 13	John G. Blount, contractor, twice a week in summer, and once in winter, 127 miles, at \$980 per annum.	114 00
	Georgetown,	18 00	3 60		14 40	56 90	Alexander McKinzie, contractor, twice in summer, and once in winter, 93 miles, at \$800 per annum.	200 00
	Charleston,	181 73	36 54	3 09	142 30	14 40	John Anderson, post rider, twice a week in summer, and once in winter, 127 miles, at \$980 per annum.	245 00
	Savannah,	62 50	12 50		50 00	142 30	Robert Henderson, post rider, twice in summer, and once in winter, 63 miles, at \$1,085 56 per annum.	257 14
Georgia,						50 00	John Betts & Co. contractors, twice a week in summer, and once in winter, 119 miles, at \$1,770 per annum,	442 05
CROSS ROADS, VIZ.								
Rhode Island,	From Boston to New Haven,	\$43 53	\$8 37	\$1 68	\$33 48			
	Providence,	48 53	9 71	2 26	36 56			
	Newport,							

RETURN, &c.—Continued.

STATES.	Places where Post Offices are kept.	Total received in each.	Emoluments of the Postmaster.	Incidental expenses, including ship letters.	Nett revenue for three months.	Revenue on certain parts of the road.	Contracts for the year 1790.	Expenses of transporting the mail for three months.
	CROSS ROADS—Continued.							
Rhode Island,	East Greenwich, . . . . .	.	.	.	.	.	{ The Postmasters were appointed by the late Postmaster General, and have not rendered accounts.	\$180 00
Connecticut,	South Kingston,	22 01	4 40	1 51	16 10	\$86 14	Peter and B. Mumford, from Boston to New London, 113 miles, at \$720 per annum,	83 33½
	New London, . . . . .	.	.	.	.	.	And John Thompson, from New London to New Haven, 53 miles at \$333½ per annum,	29 17
	From Hartford to New London, . . . . .	.	.	.	.	.	John Knight rides by way of Middletown, (no Post Offices but those mentioned on other roads) at \$116 65 per annum,	54 17
	From Hartford to New London and Providence,	28 46	6 64	41	21 41	21 41	John Ormsby rides from Hartford to Windham, and Providence, and from Windham to Norwich and New London, 103 miles, at \$216 68 per annum,	300 00
Pennsylvania,	Norwich, . . . . .	.	.	.	.	.	Ichabod Grummon, contractor, once in two weeks, 310 miles, \$1,200 per annum,	125 00
	From Philadelphia to Pittsburg,	10 65	2 13	3 33	5 19	56 03	Robert Hodgson, contractor, 87 miles, at \$500 per annum,	40 00
	Lancaster,	11 52	2 30	1 00	8 22	.	{ The Postmaster at Wilmington employs a rider at \$160 per annum,	80 00
	Yorktown,	15 00	3 00	.	12 00	.		
	Carlisle,	4 00	80	.	3 30	.		
	Shippensburg,	12 50	2 50	.	10 00	.		
	Chambersburg,	1 41	28	.	1 13	.		
	Bedford,	1 41	28	.	16 29	.		
	Pittsburg,	30 37	4 08	.	.	.		
	Agreed to go as often as the Postmaster General thinks fit, . . . . .	.	.	.	.	.
Maryland,	From Wilmington to Easton, in Maryland,	8 70	1 73	.	6 97	76 71	Henry Stouffer, contractor, 3 miles, \$320 per annum,	
	Warwick—no accounts,	50 53	10 10	.	40 43	.		
	Georgetown X Roads,	9 34	1 87	.	21 54	.		
	Chestertown,	27 30	5 46	.	.	.		
	Chester Mills, . . . . .	.	.	.	.	.
	Easton, . . . . .	.	.	.	.	.
	From Wilmington to Dover, . . . . .	.	.	.	.	.
Delaware,	Duck creek, no accounts, } must be small, . . . . .	.	.	.	.	.
	Dover, no accounts, . . . . .	.	.	.	.	.
Maryland,	From Baltimore to Annapolis,	99 31	19 85	.	79 46	79 46		

RETURN, &c.—Continued.

STATES.	Places where Post Offices are kept.	Total received in each.	Emoluments of the Post-master.	Incidental Expenses, including ship letters.	Nett revenue for three months.	Revenue on certain parts of the road.	Contracts for the year 1790.	Expenses of transporting the mail for three months.
CROSS ROADS—Continued.								
Virginia, .	<i>From Richmond to Norfolk.</i>							
	Williamsburg, .	\$42 40	\$8 47	\$1 33	\$33 60			
	Yorktown, .	13 00	3 60		10 40			
	Hampton, .	8 35	1 67	1 90	4 65			
	Norfolk, .	186 00	39 00	9 00	138 00	\$185 69	John Hoornes, contractor, 116 miles, three times a week, at \$1,185 per annum, And \$130 for ferrage from Hampton to Norfolk, .	\$396 25 30 00
Virginia, .	<i>From Suffolk to Portsmouth, .</i>	40 80	8 16		32 64	32 64	John Hoornes, 98 miles, three times per week, at \$339 per annum, De Hart & Kenny receive the postage for carrying the mail.	84 75
New York, .	<i>From New York to Albany, .</i>							
New Hampshire, .	<i>From Portsmouth to Exeter and Concord.*</i>							
		\$7,510 65	\$1,657 56	\$334 44		\$5,518 64 15 00		\$5,568 48 5,533 64 34 84

* The offices left blank may produce about

The transportation of the mail exceeds the income of the Department this quarter, .

By this statement it appears that the Department falls in debt thirty-four dollars and eighty-four cents, exclusive of the expense of the General Post Office, in the quarter ending the 1st January, 1790. The accounts from the principal offices for the quarter ending the 1st instant are received, by which it appears that the money collected this quarter will exceed the last about five hundred dollars. It may be observed that the money collected in the offices on the cross roads, is not all that is produced from those roads; the postage of such letters as return back to the main road is received in the offices on the main road, and must be exactly ascertained. The following estimate is as accurate as the nature of the business will admit:

From Boston, New London, and New Haven, is an expense to the Department about five hundred and twenty dollars per annum.
 Philadelphia to Pittsburgh, ditto, eight hundred dollars
 Wilmington to Black creek and Dover, ditto, one hundred and twenty dollars
 Richmond to Williamsburg and Norfolk, and Suffolk to Portsmouth, ditto, three hundred dollars
 Hartford to New London, by Middletown, ditto, ditto
 Hartford to Wetham, Norwich, New London, and Providence, ditto, ditto
 Wilmington to Chestertown and Easton, Eastern Shore of Maryland, ditto, ditto
 Baltimore to Annapolis, clears about ditto, ditto
 New York to Albany, the contractor receives the postage for carrying the mail. ditto
 The main road from Edenton, in North Carolina, to Savannah, in Georgia, is an expense to the Department of about four thousand dollars per annum.

GENERAL POST OFFICE, *New York, April 24th, 1790.*

SAMUEL OSGOOD.

2d CONGRESS.]

No. 4.

[1st Session.]

LIST OF POST OFFICES, AND THE RECEIPTS AND EXPENDITURES FOR THE YEAR
ENDING OCTOBER 5, 1791.

COMMUNICATED TO CONGRESS, BY THE POSTMASTER GENERAL, DURING THE SESSION OF 1791-2.

Return of Post Offices in the United States, showing the amount of Postage collected in each, the Incidental Expenses, Compensation to Deputies, and Nett Revenue from October 5, 1790, to October 5, 1791.

PLACES.	Amount collected.	Paid for ship letters.	Incidental expenses.	Compensation for services.	Nett Revenue.	
Wiscasset, - - - -	63 40	1 41	-	12 69	41 00	For 3 quarters.
Bath, - - - - -	20 00	-	-	4 00	16 00	
Portland, - - - -	215 74	3 50	2 00	43 13	167 11	
Kennebunk, - - - -	6 87	-	-	1 37	5 50	For 1 quarter. No accounts.
Biddeford, lately established, - - - -	-	-	-	-	-	
Portsmouth, - - - -	564 00	6 70	14 90	133 07	409 33	
Newburyport, - - - -	278 43	5 98	-	60 31	212 14	
Ipswich, - - - - -	27 00	-	-	5 40	21 60	
Salem, - - - - -	497 55	11 00	5 50	110 00	371 05	
Boston, - - - - -	3,694 75	14 28	12 33	784 47	2,883 67	
Worcester, - - - -	58 00	-	1 00	13 00	44 00	
Springfield, - - - -	54 00	-	-	10 80	43 20	
Hartford, - - - - -	455 57	-	6 66	107 70	341 21	
Middletown, - - - -	144 44	-	1 92	28 87	113 65	
New Haven, - - - -	260 00	-	5 00	57 00	198 00	
Stratford, - - - - -	30 00	-	1 00	7 50	21 50	
Fairfield, - - - - -	55 00	-	-	13 00	42 00	
Norwalk, - - - - -	17 50	-	3 50	3 50	10 50	
Stamford, - - - - -	16 00	-	1 00	4 00	11 00	
New York, - - - - -	5,537 18	59 30	193 55	1,107 43		
Commission on free letters, - - - -	-	-	-	88 06	3,788 84	
Allowance on British packet letters, - - - -	-	-	-	300 00		
Newark, - - - - -	42 00	-	-	8 40	33 60	
Elizabethtown, - - - -	84 00	-	12 00	16 80	55 20	
Bridgetown, - - - - -	10 00	-	-	2 00	8 00	
Brunswick, - - - - -	55 00	-	4 00	11 00	40 00	
Princeton, - - - - -	165 00	-	-	37 00	128 00	
Trenton, - - - - -	176 00	-	-	40 00	136 00	
Bristol, - - - - -	26 60	-	-	5 32	21 28	
Philadelphia, - - - -	9,674 40	228 03	119 29	1,934 88		
Commission on free letters, - - - -	-	-	-	305 14	7,087 06	
Chester, - - - - -	12 00	-	-	2 40	9 60	
Wilmington, - - - -	204 00	2 00	2 00	40 80	159 20	
Elkton, - - - - -	91 27	-	-	18 25	73 02	
Charlestown, - - - -	25 00	-	-	5 00	20 00	
Havre de Grace, - - - -	90 00	-	-	18 00	72 00	
Hartford, - - - - -	35 00	-	-	7 00	28 00	
Baltimore, - - - - -	3,936 81	29 40	67 31	787 31		
Commission on free letters, - - - -	-	-	-	18 18	3,034 64	
Bladensburg, - - - -	92 00	-	-	18 40	73 60	
Georgetown, - - - - -	440 00	-	-	88 00	352 00	
Alexandria, - - - - -	1,580 00	-	30 00	316 00	1,234 00	
Colchester, - - - - -	45 00	-	-	9 00	36 00	
Dumfries, - - - - -	380 00	3 00	2 00	77 00	298 00	
Fredericksburg, - - - -	1,326 36	1 41	-	265 27	1,059 68	
Bowling Green, - - - -	35 00	-	-	7 00	28 00	
Hanover Court House, - - - -	40 00	-	-	8 00	32 00	
Richmond, - - - - -	2,994 53	-	93 00	624 46	2,277 07	
Petersburg, - - - - -	1,863 03	2 54	15 72	372 59	1,472 18	
Cabin Point, - - - - -	32 00	-	-	6 40	25 60	
Smithfield, - - - - -	64 00	-	-	12 80	51 20	
Suffolk, - - - - -	165 00	-	-	33 00	132 00	
Edenton, - - - - -	267 00	-	10 00	53 40	203 60	
Washington, - - - - -	138 00	-	-	27 60	110 40	
Newbern, - - - - -	220 00	-	21 00	44 00	155 00	
Wilmington, - - - - -	400 00	-	-	80 00	320 00	
Georgetown, - - - - -	70 00	-	-	14 00	56 00	
Charleston, - - - - -	1,040 00	5 00	17 00	208 00	810 00	
Savannah, - - - - -	200 00	-	-	40 00	160 00	
CROSS ROADS.						
Providence, - - - - -	387 00	4 00	-	77 40	305 60	
Newport, - - - - -	285 61	5 90	2 00	57 13	220 58	
Lew London, - - - - -	180 00	3 00	5 00	40 00	132 00	
Norwich, - - - - -	177 00	-	26 50	41 50	109 00	
Lancaster, - - - - -	62 00	-	16 00	12 40	33 60	
Carlisle, - - - - -	93 00	-	-	18 60	74 40	
Chambersburg, - - - -	15 00	-	3 00	3 00	9 00	
Yorktown, - - - - -	48 00	-	4 00	9 60	34 40	
Shippensburg, - - - -	8 00	-	-	1 60	6 40	
Bedford, - - - - -	22 00	-	3 00	4 40	14 60	
Pittsburg, - - - - -	140 00	-	20 00	40 00	80 00	
Warwick, - - - - -	26 00	-	-	5 20	20 80	

RETURN—Continued.

PLACES.	Amount collected.	Paid for ship letters.	Incidental expenses.	Compensation for services.	Nett revenue.	
Georgetown Roads, - - -	25 00	.	.	5 00	20 00	
Chestertown, - - -	145 00	.	.	29 00	116 00	
Chester mills, - - -	42 00	.	.	8 40	33 60	
Easton, - - -	140 00	.	.	28 00	112 00	
Annapolis, - - -	468 00	.	.	93 60	374 40	
Duck Creek, - - -	12 00	.	.	2 40	9 60	
Dover, - - -	15 00	.	.	3 00	12 00	
Portsmouth, - - -	204 54	4 31	19 50	40 90	139 83	
Williamsburg, - - -	265 00	29	6 00	53 00	205 71	
York, - - -	80 00	.	.	16 00	64 00	
Hampton, - - -	45 00	6 53	8 00	13 00	17 47	
Norfolk, - - -	1,350 00	45 00	14 00	275 00	1,016 00	
Bennington, - - -	5 56	.	67	1 11	3 78	1 quarter.
Dollars, -	42,255 14	442 58	769 35	9,336 94	31,706 27	

The sum total collected in all the Post Offices, from October 5, 1790, to October 5, 1791,	-	\$42,255 14
There has been paid for ship letters,	-	\$442 58
Sundry incidental expenses,	-	769 35
Compensation to the Deputy Postmasters for services,	-	9,336 94
		<u>10,548 87</u>
		<u>\$31,706 27</u>

DISBURSEMENTS.

Transportation of the mail, for the year 1791,	-	\$22,596 39
Postmaster General's pay,	-	\$1,500 00
Assistants' ditto,	-	1,000 00
Clerk,	-	500 00
Incidental expenses of the General Post Office, viz: books, Comptroller's bills, post bills, and stationary for the deputies' office, rent, and wood,	-	611 37
		<u>3,611 37</u>
		<u>\$26,207 76</u>
Nett revenue from October, 1790, to October, 1791,	-	<u>\$5,498 51</u>

The amount of postage at several of the small offices, for the quarter ending October, 1791, is estimated in the above statement, the accounts not having come to hand, but they cannot differ much from the estimate, the quarter estimated being set at the average of the three preceding quarters.

Expense of transporting the Mail, agreeably to contracts made for the year 1791.

Contractors' Names.		
Richard Kimball, - -	From Wiscasset to Portland, once a fortnight,	\$160 00
Joseph Barnard, - -	From Portland to Portsmouth,	600 00
Greenleaf and Stavers, - -	From Portsmouth to Boston,	733 33 $\frac{1}{2}$
Levi Pease, - -	From Boston to New York,	2,500 00
John Inskeep, - -	From New York to Philadelphia, (five times a week)	1,333 33 $\frac{1}{2}$
Ditto, - -	From Philadelphia to Baltimore, ditto,	1,733 33 $\frac{1}{2}$
Ditto, - -	From Philadelphia to Pittsburg,	1,333 33 $\frac{1}{2}$
Ditto, - -	From Wilmington to Easton, in Maryland,	440 00
Ditto, - -	From Wilmington to Duck Creek and Dover,	160 00
Gabriel P. Van Horn, - -	From Baltimore to Alexandria,	597 33 $\frac{1}{2}$
Ditto, - -	From Baltimore to Annapolis,	320 00
John Hoomes, - -	From Alexandria to Suffolk and Portsmouth, also from Richmond to Norfolk,	4,548 00
Ditto, - -	From Suffolk, in Virginia, to Savannah,	6,443 00
Jesse Brown, - -	From Hartford to Providence and Boston, also from Norwich to New London,	600 00
Peter and Benj. Mumford, - -	From New London to Newport and Providence,	647 22
John Knight, - -	From Hartford to New London,	116 67
John Thompson, - -	From New Haven to New London,	333 33 $\frac{1}{2}$
Noah Smith, - -	From Albany to Bennington, from April 1 to December 31, 1791, at \$130 dollars per annum,	97 50
		<u>\$22,596 39</u>

[2d Congress.]

No. 5.

[2d Session.]

TAX ON MAIL STAGES IN NEW JERSEY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 11TH OF FEBRUARY, 1793.

GENERAL POST OFFICE, *February 9, 1793.*

SIR:

The present contractor for carrying the mail between Philadelphia and New York has handed to me a law of the State of New Jersey, passed the 24th of November, 1786, entitled "An act for raising a revenue from certain stages, ferries, and taverns," by which the proprietors of each line of stages are subjected to an annual tax of *four hundred dollars*. There are now three lines, which together pay the State of New Jersey twelve hundred dollars a year for licence to run a stage wagon from Trenton ferry to Paulus Hook. The present contractor contemplates the setting up another line of light stages, in which he would carry the mail, with only four passengers, for which he will be liable to the like exaction of four hundred dollars, annually, for a licence, though the despatch requisite for the mail will only oblige him to carry it on horseback for about seven months out of seventeen during which his contract will continue. But, as his stages will run parts of two years, he will be obliged to pay eight hundred dollars, during the term of his contract, unless the Government of the United States can give him relief.

If the sums exacted from the proprietors of the stages were expended in extraordinary reparations of the road, no passengers would complain of paying enhanced prices for safer and easier seats in the stages; but such an appropriation is not even thought of; the avowed design is to increase the revenues of that State. And thus, the citizens of the United States have to purchase permission to travel on the highways of New Jersey. At the same time, it is remarkable that the express object of one section of the act is, "to prevent imposition on travellers." By a reasonable computation, the annual expense of transporting the mail six times a week between Philadelphia and New York, on horseback, would be two thousand four hundred dollars. But the contractor has engaged for that sum to carry it for one year and five months, being the period from the first of January, to the expiration of the present Post Office law. He was induced to propose such moderate terms, because he intended to erect a line of stages, and hoped to be relieved from the imposition before mentioned. The terms offered by some other proprietors of stages were as high as four thousand, and four thousand eight hundred dollars.

As the annual expense of carrying this mail on horseback would be two thousand four hundred dollars, and the present contractor will carry it one year and five months for the same sum, there will arise on this single contract, a saving to the United States of one thousand dollars from the partial carriage of it in stages: for the contractor must have added this sum to his terms to defray the actual expense of carrying this mail entirely on horseback. But, if no relief can be given in the premises, the United States must henceforward pay to New Jersey an annual tribute of four hundred dollars, or any higher sum, if pleased to impose it, for permission to transport the mail through that State in stage wagons. And, from the example of New Jersey, they may ere long become tributary to all the States, from Virginia to New Hampshire inclusively: for so far the mail is carried in stage wagons. Having represented this tax, what I conceive it to be, an unwarrantable imposition, it is proper to add, that, from the information I have received, it originated in the voluntary offer of the proprietors of the two lines of stages then running, who designed thereby to make a monopoly of the business.

The exclusive privilege of running stages in Maryland and Virginia yet continues in the persons to whom it was formerly granted, and the expense of carrying the mail is thereby enhanced. A person well acquainted with the business and the profits, assured me that, for the exclusive privilege of running stages on the main post road between the Susquehanna and the Potomac, he would undertake to carry the public mail gratis.

The subject of this letter appeared to me of such importance to the public as to merit the attention of the General Legislature, to whom I wish to introduce it, by presenting it, in the first instance, to the House of Representatives, before whom I pray you to lay it.

The SPEAKER of the House of Representatives of the United States.

TIMOTHY PICKERING.

[3d Congress.]

No. 6.

[2d Session.]

EXECUTION OF THE POST OFFICE LAW.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 23D OF DECEMBER, 1794.

Mr. GREENUP made the following report:

The committee appointed to inquire how far the Post Office law has been carried into effect have received from the office of the Postmaster General satisfactory information on the subject referred to, which they beg leave to report to the House, accompanying this report.

GENERAL POST OFFICE, PHILADELPHIA, *December 20, 1794.*

SIR:

In the absence of the Postmaster General, I have received your letter of the 16th instant, enclosing a resolution of the House of Representatives appointing a committee to inquire how far the Post Office law has been carried into execution, and requesting such information as may enable the committee to report to the House on the subject.

Agreeably to your request, I inform you that, as soon after the Post Office law was passed as the information necessary to enable the Postmaster General to advertise for proposals could possibly be obtained, he published his advertisements, and that, on or before the 1st of October last, proposals were received, and contracts made for the carriage of the mails, on most of the post roads designated in the law.

In some cases, proposals that were received were so high that the Postmaster General deemed it his duty not to accept them until he had endeavored to obtain lower ones, and, in other cases, no proposals were received within the time limited by the advertisements, which necessarily protracted the business; but contracts are now obtained for all the roads, except from Baltimore to Yorktown, from Smithfield to Hicks Ford, and from Cheraw Court House to Georgetown.

No proposals were made in time for the carriage of the mail from Baltimore to Yorktown, and none have since been received that could with propriety be accepted. The lowest proposal that was received for the carriage of the mail from Smithfield to Hicks Ford, was considered extravagantly dear, and no others have since been obtained.

Alexander Martin made proposals for the carriage of the mail from Cheraw Court House to Georgetown, which were accepted, and a contract was sent to him to execute, which he, from sickness, declined; but another proposal for that mail, much lower than Mr. Martin's, has since been obtained, and I presume the carriage of it will very soon commence.

The Postmaster General made a contract with Thomas Sumpter Jr. on the 1st of September last, for the carriage of the mails from Cheraw Court House to Augusta, and from Camden to Charleston, which was to commence on the 1st of October following, and it was supposed to have commenced, until the 4th of November, when I received information that no provision had been made for the execution of it. Immediately on receiving this information I made inquiry respecting the cause of the delay, and it appeared from Mr. Sumpter, who was at that time in Philadelphia, that sickness had prevented his return to South Carolina, and that the delay was probably caused by the failure of his letters to his father and his agent, requesting them to provide for the carriage.

As soon as I received information of the delay, I wrote to the Postmaster at Cheraw by the mail, and by water to the Postmasters at Charleston and Statesburgh, to send the mails by express, until permanent arrangements could be made; but, before the receipt of my letters, General Sumpter had commenced the execution of his son's contract. It is to be lamented that an interruption for several weeks took place, and that the mails are not now carried with that regularity and despatch required by the contract. Mr. Sumpter is now on his return home, and has given me the strongest assurances that his contract shall be fully executed immediately on his arrival.

The failure in the execution of Mr. Sumpter's contract was not to have been suspected, because of the known ability of himself and father to perform it, and especially as they had horses and riders then employed in carrying mails on the same roads, except the small distance from Camden to Cheraw Court House.

I am, sir, with respect, your humble servant,

CHARLES BURRALL, *Assistant Postmaster General.*

ABRAHAM BALDWIN, Esq.

4th CONGRESS.]

No. 7.

[1st Session.]

REVISION OF THE POST OFFICE LAW.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES ON THE 4th OF APRIL, 1796.

Mr. THATCHER, from the committee appointed to inquire if any, and what, alterations are necessary to be made in the act, entitled "An act to establish the Post Office and post roads within the United States," reported:

That the Deputy Postmasters have generally represented to the Postmaster General that their commissions are inadequate to the time and services required of them, in attending upon the duties of their offices; that several, in the course of the last year, have resigned their appointments, assigning, as a reason, the insufficiency of their compensations, while many others are induced to hold their appointments in expectation that the law will be amended, so as to afford them something adequate to their trouble.

It is, therefore, the opinion of the committee, that there ought to be a moderate advance in the commissions of the Deputy Postmasters, to give them satisfaction, and secure to the Department faithful officers.

The extension of post roads through the United States, that has taken place at different times, since the organization of the Government, and the great increase of Post Offices, have so accumulated the business of the General Post Office, that from the utmost exertion of the clerks allowed to the Postmaster General, it is not in his power to bring up the business, so as to render his accounts to the treasury in proper time. The committee are of opinion that provision ought to be made by law for an additional clerk in the General Post Office.

It is also the opinion of the committee, that the privilege of franking letters ought to be extended to the accountant of the Department of War.

The committee can see no good reason, but many inconveniences, arising out of the clause in the law aforesaid, which restrains the privilege of franking letters, in the members of the Senate and House of Representatives, to letters and packets not exceeding two ounces in weight. They are, therefore, of opinion, that clause in the nineteenth section of the said act ought to be repealed, and the privilege ought to extend to all letters or packets, to or from any member of the Senate or House of Representatives, not exceeding four ounces in weight.

In obedience to the resolution of this House of the fourth of March, directing the committee to inquire and report whether any, and what, impediments exist in the regular transportation of the mail through the Southern States, the committee beg leave to state to this House, that, from the best information they can get upon the subject of the resolution, they are led to believe the mail was carried with great despatch and regularity through those States, during the summer and fall, while the state of the roads admitted it, but that many failures have occurred in the course of the winter, which was uncommonly wet and open, and very unfavorable for travelling in the Southern States. The communication by post has, notwithstanding, been preserved under many embarrassing circumstances, with a degree of regularity, that could not have been effected without great exertions on the part of the contractors: And the transportation of the mails being conducted under similar arrangements, if the roads were equally good through all the States, there is no doubt but the general intercourse with them would be nearly the same, as to regularity and despatch. The special impediments that caused some interruption, during the winter, to the transportation of the mail through the Southern States, appear to the committee to have been the bad state of the roads, and the impassability of rivers at times of high freshets, and not owing to any misconduct on the part of the contractors.

The committee beg leave further to inform the House that there are great and frequent complaints, especially from the Southern States, that the transportation of newspapers is much interrupted, and sometimes, for many weeks, none are received by subscribers, though it has been ascertained that they were put into the mail portmanteau at the seat of Government, or other post towns, where they were printed.

The committee have been anxious to investigate the true causes of this failure, and submit the following, as what appear to them probable, and the most operative in producing the evil complained of:

First. Many of the printers being desirous to get their papers to their customers by the first mail that starts from the place where they are printed, do not take any pains, and, possibly, sometimes the mail sets off so soon after the papers are struck off from the press, that they have not time to dry them; consequently, they are thrown into the portmanteaus in a state of moisture that more than doubles the natural weight of the paper when dry. This wet situation of the papers makes them liable also to be easily torn and destroyed by the motion, among the bundles and packages, arising from the carriage or horse that transports them. And sometimes, in travelling from one office to another, whole bundles, as well as single papers, are so worn and defaced, that it is impossible to ascertain to whom, or to what office they are directed, or to read their contents. But the evil does not rest on these papers only; they sometimes make up a great proportion of the whole, and communicate their moisture to the few that were dried when put into the portmanteaus; whereby the whole becomes a wet mass, and the latter are equally sub-

ject to be defaced and destroyed with the others, though, perhaps, in a less degree. That the wetness of the papers, when put into the portmanteaus, is a cause of the failure complained of, is corroborated by this circumstance, that such papers more frequently fail of reaching their subscribers than those that are dried when put into the mail.

Secondly. All the papers and packages directed to distant customers, and to be left at different offices and places, are put loose into the portmanteau with others, for subscribers less distant, and as often as the mail is opened, the newspapers are all thrown together out of the portmanteaus, in order to find the individual paper or package to be left at such office or place. At such times, there is good reason to suppose papers and small packages are taken away by persons present at opening the portmanteau, to whom they are not directed, but without the knowledge or privity of the Postmasters, or carriers of the mail. Sometimes, also, it may be presumed, single papers and small bundles are unintentionally omitted to be put into the portmanteau again, after they had been turned out, for the purpose of selecting such as are to be left at that particular place.

The committee are, therefore, of opinion, that some further provision ought to be made by law to secure a more certain transmission of newspapers through the United States.

5th CONGRESS.]

No. 8.

[3d Session.

ALTERATIONS PROPOSED TO THE POST OFFICE LAWS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 8, 1799.

GENERAL POST OFFICE, *Philadelphia, January 8, 1799.*

SIR: In compliance with the resolution of the House of Representatives of the 14th of June last, I have the honor to lay before them—

First. The draught of an act for establishing the Post Office, with a report explanatory of the alteration of the former acts upon that subject, and of the amendments now offered, with a view of rendering the system more complete.

Secondly. The draught of an act relative to the post roads, in which the establishment of several new post roads, and the alteration and discontinuance of others, is proposed, with remarks on a number of petitions, and a relation of the motives for the establishment of the new roads, and the discontinuance or alteration of others.

And lastly. A report on the petition of Ezekiel Williams.

The regulations relative to the General Post Office and the establishment of post roads have hitherto been comprehended in one act, but no advantage is derived from the connexion of them; the latter is subject to frequent increase and alteration, is very lengthy, and is of no use to any part of the Department, other than the General Post Office, while the former affects every person employed in it, and ought to be furnished them as little encumbered as possible. On that account, I have deemed it most useful to present the business to Congress in separate acts.

I have the honor to be, with great respect, sir, your obedient servant,

JOSEPH HABERSHAM, *Postmaster General.*

The Honorable the SPEAKER of the House of Representatives.

Remarks respectfully submitted to Congress, by the Postmaster General, on the project of "An act to establish the Post Office of the United States," made out conformably to a resolution of the House of Representatives, passed the 14th of March, 1798.

The first section proposes that the Post Office shall be under the direction of a Postmaster General, and points out some of his principal duties. Among other things, it authorizes him to appoint an assistant, a solicitor, a first clerk, a book keeper, and such other clerks as may be found necessary to enable him to perform the duties required of him in the General Post Office.

It has often been imagined that the duties of the Postmaster General were very trifling and simple, even so much so, that some have considered it rather a sinecure, than an office of business; it is presumed that mistake has chiefly arisen from not duly attending to the subject, and, from that cause, such a very small allotment of services as has been hitherto provided was made for the performance of its duties. In other countries, it has been considered an object of more importance, and its execution has been more liberally provided for. The Post Office of Great Britain is now under the direction of two Postmasters General, a secretary, a surveyor, and a comptroller, besides the necessary clerks; the letter office of London is in some measure connected with it, but it is managed by head clerks, and a great number of ordinary clerks. That office superintends the other General Post Offices in Scotland, Ireland, and the provinces; exclusive of that superintendence, it is supposed, from the best information that can be obtained, that its duties are not so great as those of the General Post Office here, the post roads there not comprehending half so many miles, and the Post Offices not being two-thirds so numerous, as those in this country. The Post Office in Scotland (under the British Post Office) is managed by a Postmaster General, a secretary, a solicitor, and an accountant, besides clerks; the post roads in Scotland hardly extend two thousand miles, and there are only one hundred and eighty Post Offices. If experience has shown the Governments of those countries that such an arrangement is there necessary to the due execution of the business of the General Post Office, it is believed that no one can suppose that the General Post Office here, which superintends nearly seven hundred Post Offices, and the transportation of the mail over post roads that extend more than sixteen thousand miles, can be easily or duly managed by one Postmaster General, an assistant, and the help he can obtain from an allowance too scanty for the employment of four good clerks. The most material parts of the duty have indeed been performed so as to keep the business in motion, but it is believed that all the smaller duties have not been properly performed since the first extension of the post roads under the present form of Government. On the first establishment of the General Post Office, under the former constitution, a Postmaster General and an assistant were provided for its superintendence; then, and for many years afterwards, the whole number of Post Offices did not amount to sixty, and the post roads did not extend two thousand miles: one clerk was then also employed. With only the additional aid of three clerks, the same provision has been continued to this time, although the duties have been gradually increased to more than seven fold.

These circumstances are mentioned, that the alteration might not appear extravagant; the Postmaster General has no disposition to enjoy the emolument the office affords him without rendering his constant services, and no wish to add the least unnecessary expense. It appears to him that additional provision is absolutely necessary in the present state of the office, and that there will be constant employ for all those who are proposed.

In a business so diffusive as the services to be performed in the General Post Office, it is not easy to detail the particulars. The transportation of the mail over post roads that extend sixteen thousand miles, which have many

different branches and connexions, and are divided into many small contracts, to be performed at a great distance from the General Post Office, is a considerable object. Notwithstanding large penalties are provided for failures and delays, and much caution is used to contract only with good men, many failures and delays will happen; some through unavoidable causes, and others, the negligence of contractors; on this subject, a multitude of letters are written by those interested in the regular conveyance of the mail; they require answering, and the performance of the contractors requires also to be constantly examined; to this, also, must be added the misconduct of those who contract, or who are employed by contractors, and, where so many are employed in a tedious service, it must be expected that many letters must be written on such subjects. It can hardly be supposed that, where seven hundred Postmasters are appointed, that there must not be many vacancies to be supplied, especially where the emoluments to be derived from the office are so inconsiderable as they are at a large proportion of the Post Offices of the United States; and it is a fact that the establishment of new offices, and the appointment of new Postmasters, with attending to complaints, receiving resignations, and making due inquiries for that purpose, is almost sufficient to engross the attention of one person. The business of receiving Postmasters' accounts, four times a year, calling upon them when negligent, and commencing suits when they cannot be otherwise obtained, obtaining their balances in such an extensive country, and prosecuting them for delinquencies, paying contractors, obtaining vouchers, is very considerable. After the accounts are obtained, they are to be examined, the errors corrected, and the Postmasters informed of them; they are to be entered in books, and particular accounts of the receipts and expenditures in the Department are to be made out and rendered to the treasury. More than ten thousand dead letters are to be opened and inspected every quarter; those which have valuable contents are to be returned to the writer, when he can be found, and if not found, registered and filed. The making out contracts, bonds, &c. for carrying the mail, advertisements, receiving and deciding upon proposals, is another considerable business. The contractors and Postmasters amount together to between eight and nine hundred, who are regular correspondents, four times a year, relative to their accounts, balances, and pay, beside their letters relative to the alteration of the arrangements, questions concerning construction of the law, and explanation of instructions. A multitude of letters are also received on subjects relating to the Post Office, from individuals in all parts of the Union. To all these must be added, a great variety of incidents and particulars, such as supplying Postmasters with blanks and keys, the riders with portmanteaus and locks, which must, of necessity, be attached to a business so diffusive.

On a due consideration of the various duties of the office, it is imagined that it will be found that the additional assistance proposed cannot be dispensed with. The existing act leaves the duties of the assistant and clerks to be designated by the Postmaster General; and, as the business of the office may vary, it seems proper still to leave the duties of those to be employed in the General Post Office, to be thus designated. The present situation of the business requires the following arrangement:

The Postmaster General to superintend the business generally; to direct the principal arrangements for carrying the mail; to establish Post Offices; appoint Postmasters; inform them in questions relating to the law and their duty; and attend to the exterior correspondence of the office.

The assistant to keep the moneys of the General Post Office, obtain the balances due from Postmasters, pay the contractors and mail carriers, and other expenses; answer the correspondence relating to money and accounts, attend to keeping the accounts, and prepare them to render to the treasury. The assistant has likewise occasionally to travel the post road, and exercise the powers of the Postmaster General, in case of stoppages of the mail, and thefts committed at Post Offices.

The solicitor to commence suits when accounts are not duly rendered, and for the recovery of balances; to be particularly employed relative to transportation of the mail, in making the subordinate arrangements for its carriage, advertisements, contracts, bonds, obtaining and keeping accounts of its arrival and departure from all parts of the roads, noting and exacting penalties for delays and failures, and answering letters relating to the mail.

A first clerk to be employed in examining accounts, to aid in obtaining them, with their balances, from delinquents, by preparing accounts for suit, notifying Postmasters of corrections in their accounts, and to assist the solicitor in making out contracts, &c.

A book-keeper, to keep the books of the General Post Office, and aid the assistant in making out drafts, accounts current, &c.

One clerk to open and examine dead letters, register and return to the writer such as have valuable contents, and have custody of them when the writer cannot be found, and occasionally attend to other business.

One clerk to assist in examining accounts, and copying the assistant's letters.

One clerk to copy and register letters.

This section is copied chiefly from the third and fourth sections of the act of 1794; and, excepting in the before-mentioned respects, is not materially altered.

Section 2 requires all persons employed to take an oath for the faithful performance of duty: the oath is copied from the former act. Postmasters and contractors, notwithstanding they are expressly forbidden by the act, and by their instructions, frequently employ persons in the care of the mail, who are not sworn, and it has been construed by some of the courts that no person who has not taken the oath prescribed could be considered as legally employed, so as to subject such person to the penalties of the 16th section of the act of 1794. There does not appear to be any such great difference in the scale of crime, and none in the injury to the public, whether the person who violates the law be sworn or not, so that in one case a person who has been sworn might be punished with death, while another person, not sworn, but employed in the same manner in other respects, should be subject only to prosecution, as for a simple breach of trust, for committing the same crime. On that account this section provides that persons employed shall be subject to all penalties for violations of the law, whether they have taken or not the oath prescribed.

Section 3 provides a penalty for obstructing the passage of the mail. This section is copied from the 5th of the act of 1794, without alteration.

Section 4. This section prescribes the manner of advertising for contracts to carry the mail, and is but little varied from the 5th section of 1794. That section requires the Postmaster General to advertise "the penalty or penalties for non-performance of the stipulations." As those penalties would make the advertisements long and expensive, if all of them are recited, it seems sufficient to recite only the leading penalties in the advertisement, noting at the same time that proper penalties for other deviations would be stipulated: that part has therefore been omitted in this section. The next alteration extends the time of lodging the contract with the Comptroller, from thirty to ninety days. If the contractors all came to the General Post Office and brought their sureties along with them, the contract might be completed and lodged with the Comptroller within thirty days; but that is not the case; the business is so calculated, that a man desirous of contracting only sends forward his proposals and recommendations to the General Post Office, where, after they are decided upon, the contracts and bonds are made out, and sent to the Postmaster living nearest to the proposer, who attends to the execution, and decides upon the sufficiency of sureties; by this means the contracts are obtained upon more reasonable terms, and there is generally competition and opportunity of choice in several proposers for the same route, which would not be the case if a man was obliged to travel seven or eight hundred miles, to propose for, or to complete a contract. In consequence of this arrangement, however, it frequently happens that a contract is not returned to the General Post Office for several months after it is completed, and cannot be lodged with the Comptroller so soon after its execution as the former act directs.

The Postmaster General is here required to lodge a duplicate of the contract; the former act directs the original to be lodged with the Comptroller: it always has been supposed that this was provided in that act by mistake, as the Comptroller has nothing to do relative to the performance of the contract, or any of its stipulations; the contract ought, without doubt, to be in possession of that person who is to see that it is performed, and who is to prosecute in cases of failures. A certified duplicate is supposed to be sufficient to answer any purpose intended by lodging it with the Comptroller.

Section 5. This regards the hours of attendance to be required at Post Offices, and is copied, without alteration, from the 7th section of the act of 1794.

Section 6. This section merely provides for the compensation of the persons to be employed in the General Post Office. No alteration is proposed so far as respects the Postmaster General; but an augmentation of the assistant's pay appears to be expedient, on account of the great increase of his duties, and the decrease of the value of money. On the first organization of the Post Office, his salary was rated at two-thirds of that allowed to the Postmaster General; the former act places it at only half that allowance. While the salaries of some of the chief clerks, who, on the first establishment of the present Government, received only eight hundred dollars, have been raised to seventeen and eighteen hundred dollars, the assistant's, who at the same time received a thousand dollars, has been increased only to twelve hundred, while his duties have been increased as much as those of any other officer, perhaps, under the Government of the United States. No reason is perceived why the services of those employed in this office should be so penuriously provided for. I have in this section proposed that the assistant's salary should be sixteen hundred dollars a year, which is only at the same rate that is allowed to the accountants in the War and Navy Offices.

It is supposed that a proper person cannot be found to do the duty of the solicitor for a less compensation than is proposed for him.

Several years since, by the employment of ordinary clerks at a less rate than five hundred dollars a year, provision was made to increase the compensation of those employed in services that required good clerks; that cannot now be done, as no tolerable clerk can be obtained for a less sum than five hundred dollars; on that account, specific sums are proposed for a first clerk and book-keeper. In all offices where there is much detail, it is necessary to give such salaries as will induce clerks to account on the service as in some measure permanent; in this office no clerk has become properly acquainted with the duties required of a first clerk and book-keeper under two or three quarters.

The former act restricted the Postmaster General to the employment of a certain number of clerks; as so little unnecessary expense could be incurred in this way, it did not seem proper to continue that restriction, particularly as the business of the office is so rapidly increasing.

Section 7. This section relates to the rates of letter postage. The 9th section of the former act establishes nine different rates of postage for different distances. Such a number of different rates renders the business of rating and marking letters embarrassing, and often occasions mistakes, especially as that business is generally required to be done with great expedition, a very considerable part of the letters to be mailed being dropped into the office the last moment allowed for receiving them, which is but a short time previous to that fixed for the departure of the mail. To facilitate that business, and render it less subject to mistakes, they are now reduced to six. In order to do this, and reduce some of the higher rates of postage, by extending them over greater distances, without, at the same time, reducing the revenue, it has been necessary to make a small increase in the lowest rates. By the rates proposed, the postages of all letters carried over one hundred and fifty miles, and less than six hundred and fifty miles, are something reduced, and most of the postages of those conveyed under one hundred miles are increased. The lowest rate under the former act was six cents, which, considering the trouble of carrying, marking, rating, mailing, and accounting for the letter, seems too small, particularly since money has been so much reduced in value; it has now therefore been raised to eight cents. The advance on the low postages is so small, that the alteration will hardly be noticed, and a postage of twelve and a half cents, or under, is so inconsiderable, that it is freely paid, but in all cases above that sum, it seems something of an object, and it then begins to be called money. It has been an object, in making this arrangement, to regulate it so as not to reduce the revenue. A complete examination of the operation of the new rates could not be made without taking more time than could be spared at this office but by examination at several of the principal offices, it appears that the new rates will produce a small addition to the revenue.

In England, they have only three rates of postage, four pence, five pence and six pence sterling, equal to eight, ten, and twelve cents. The greatest distance from one post office to another there, is about three hundred and sixty miles, and within that extent, they have only three rates for different distances; but under the former act we have seven rates within that distance.

The rates of postage, by water, are now made the same as those by land, except that no packet is to be charged with more than triple postage. Under the former act, the postage of a single letter, by water, was only eight cents, for any distance, which was too small to defray the expense of establishing packets.

The former section left doubts as to the meaning of the words single, double, and packet; they are so expressed here, as to render them certain.

No restriction was made in the former act upon the weight of packets that should be received to be sent by post. In consequence of which, in a few instances, large and inconvenient packages have been sent in the mail, which those to whom they have been directed have refused to take up, on account of the expense. It is therefore proposed to leave it discretionary with the Postmaster to receive or reject such as weigh more than three pounds.

Sec. 8. This section increases the rate on ship letters, received by private vessels, from four to six cents. Two cents of the former rate was paid to the master of the ship, and only two cents of the residue went to the Post Office; this, owing to the number of dead letters, and the commissions of Postmasters, it is supposed, rather brings the office in debt, than produces any advantage to the revenue; and as the rate is so very trifling, it seems that the small advance proposed might be made without being objectionable.

It is also proposed to charge the letters, which are destined to be conveyed by post, only with two cents in addition to the ordinary postage—the ordinary postage being deemed high enough.

Sections 9, 10, 11, 12, and 13, are copied from the former act, without alteration.

Sec. 14. This section provides a punishment for those who, being employed in the Department of the Post Office, shall interrupt the safety of correspondence, and is copied from the sixteenth section of the former act, without alteration, excepting in the second penalty, where it is proposed to substitute corporal punishment in place of the punishment by death.

That punishment is so contrary to the present humane regulations and mild policy of the laws of the separate States, and so shocking to the humane sentiments generally prevalent in this country, that it is hoped the substitute may be adopted. Death is indeed an awful and dreadful punishment; the greatest that man can inflict; and ought to be provided, perhaps, only as the last resource to the safety and well being of society—in cases only of crimes the most aggravated, and where the enormity or repetition leaves no hope of a reform in the criminal; or those who have committed treason, murder, or crimes against personal safety little short of them—crimes which show such an utter depravity as renders it unsafe to have them again mingle with society. In the present case, it is not necessary to examine whether man has a right to inflict that penalty for crimes of a higher cast; it is enough to know that those ideas very considerably prevail among the people in this country, and that the laws where that punishment is provided for such cases, cannot be executed. Such is certainly the fact, and so scrupulous and determined are a great number in that particular, that they will rather neglect their duty, and violate their oaths, than in any manner aid in detecting or convicting such criminals; and so generally is that the case, that although there have been a number of thefts committed on the mail by those employed, and robberies by others, in various parts of the country, and although the villains have been known, and in some instances apprehended, it has been impossible, in any case, with clear proof, to bring them to punishment. The law, in fact, in these respects, from the severity of the punishment, has become useless; and villains, relying on the public humanity, violate it with impunity. It has often been said, and it seems with much truth, that the certainty of the execution of a severe punishment has a much more powerful influence in the prevention of crimes, than laws which provide the greatest; because the criminal, in all countries, has some hope when the punishment is very great, and the crime not the most atrocious, of escape, through the humanity of the public agents, jurors, witnesses, judges, and the pardoning power; but where the punishment is severe, but not so much so as greatly to outrage the feelings of humanity, no such hope can prevail. It is therefore to be wished that a severe punishment, and one which will not at the same time much outrage the prevailing sentiments of justice, or tempt those to whom the execution of the laws are entrusted, or the people at large, to favor escapes, may be provided. Such a one is the substitute supposed to be. That kind of corporal punishment proposed has, of late, been indeed opposed by some as impolitic, considering it to destroy the criminal's hope of retrieving an honest fame, and thence tending to fix his depravity. But others do not believe that experience shows it to have

that effect; and if it did, there does not seem to be any other punishment consonant to the general policy of our laws, adequate to the prevention of such crimes. The public gaols of the United States are not calculated for penitentiary employments; and even if they were, such punishment seems too trivial, compared with the crime. From the number of respectable, but unfortunate debtors, with which the public gaols are crowded, imprisonment has almost ceased to be a scandal. To prevent crimes so easily committed, and so injurious to the public interest, as those under consideration, no punishment promises to be so efficient as the one proposed. Those who have hitherto violated this part of the law, have been young men, having some education, and respectable connexions, to whom the punishment proposed would be more terrible in itself and consequences, than death; and from which they would have no hope to escape, through the humanity of those entrusted with the execution of the laws; and from thence, it is believed, it would have a much more powerful effect in preventing the commission of those crimes, which is the object of the law.

Sec. 15. This section also substitutes corporal punishment for the punishment by death, in the case of robbing the mail; and extends the punishment to stealing of the mail, which was too feebly provided for before. It is doubtless an object to render correspondence as safe as possible: the security of it is of great importance to Government, and essential to an extensive commerce; on these accounts, it has been deemed necessary to increase the punishment for stealing the mail, and to extend penalties to other abuses.

Sec. 16. This section is copied from the 18th section of the former act, and relates to the advertising of letters, and the disposing of those which may become dead.

Sec. 17. This section relates to free letters, and comprises a list of all public officers who are now entitled to receive and send their letters free.

Sec. 18. This section provides a penalty for the abuse of the privilege of franking. That abuse has been carried so far in England that several acts and regulations have been found necessary to be made to prevent it, and, in this country, its frequency already demands provision.

Sec. 19. relates to printers' exchange papers, and is the same as the 21st section of the former act.

Sec. 20. This section relates to newspapers, and comprises the 22d section of 1794 and the 6th section of the act of 1797.

No other regulation to ensure the safety of the carriage of newspapers than what was before provided has yet been hit upon. Indeed, the failures which have been hitherto complained of have generally happened in cases where the papers were to be conveyed a great distance in the mail; and the failure is to be attributed to the damp state in which the papers are too frequently put up, the rains and wet they may meet with in their passage, and the jolting they receive in the carriage. By these means the wrappers become defaced or worn out, and no new direction can be given them, as the papers themselves hardly ever have a particular direction. If printers were to give every paper a particular direction, when the packets become worn out and broken, the Postmasters could repack and direct them: of this several printers have been informed, but they do not choose to take the trouble. In some cases, when a long rain occurs, even that could not be done, as many of the papers are so much damaged and defaced as to become illegible. Letters having proper directions, being more compact, and wrote on finer paper, are not so subject to injury, and rarely, if ever, fail from that cause.

It is not believed that the safety and regularity with which letters pass in the mail is at all owing to any greater care in the Postmasters or the carriers of the mail. The portmanteaus and bags used in both cases are made of leather, lined with oil cloth, and secured by locks; both letters and papers are first put into painted bags, and then into the portmanteau: it does not seem that other precautions can properly be used for saving those newspapers from wet and from wear, which are carried on horseback, than are already taken. The papers, in many cases, are omitted or misdirected by the printers; one of them particularly, who has been the most clamorous on that subject, has had that business done very negligently, and has often attributed miscarriages to the Post Office, when they arose wholly from his own inattention. No material alteration is therefore proposed in this section, except that of authorizing the Postmaster General to require those who receive newspapers to pay the amount of one quarter's postage in advance. In many parts of the United States, there is very little copper coin, so that it is almost impossible to make so small change as a cent, or a cent and a half, and it is very troublesome also to make such change, where it can be done, at larger offices; the trouble of charging each is also as much as the postages are worth, and it is still more to collect them when they are credited; so that some Postmasters complain that they do not receive fifty per cent. of the postages, and others have resigned on that account. The amount of one quarter's postages on a weekly paper, if not sent out of the State, is only thirteen cents—so small that it is presumed no person would complain of any hardship in the regulation.

Sec. 21. This section provides for the compensation of Postmasters, and is copied from the 5th section of the act passed in 1797.

On an attentive consideration of this subject, it does not appear that any better arrangement can be made, or any satisfactory alteration. The rates of commission indeed appear large on the first hundred and three hundred dollars collected; but, when it is considered from what small sums the Postmaster's accounts arise, that a very large proportion of the mails do not amount to half a dollar; that every Postmaster has as well to pack, rate, and enter in his accounts, and, in a bill, the amounts of every mail, as to deliver the letters and receive the price; and that the commission is allowed only on half the postages of the letters that pass through his hands, and into his accounts: so that, instead of thirty, twenty-five, twenty, and eight, he in fact receives only fifteen, twelve and a half, ten, and four per cent. on the gross amount of postages contained in his accounts; it is really not an extravagant per centage. The rate cannot be estimated by the rate of profit of factors and commission merchants: for among them the sale of a single piece of goods, which occasions them no more trouble perhaps than the receiving, despatching, and accounting for, of a single mail, will produce more than many of the Post Offices in half a year.

As the rates now stand, several of the Postmasters, who receive from three to twelve hundred dollars a year for their services, complain that the compensation is inadequate to the trouble. Although it does not seem necessary to increase the compensation at any Post Office, it is certainly, in many cases, but barely adequate to the labor required, and ought by no means to be reduced.

The only alteration proposed in this section is an allowance of twenty cents to each Postmaster for every monthly return he shall make of the arrival and departure of the mails at his office. Postmasters at the two extremes of every route contracted for are required to keep a register of the arrivals and departures of the contractors, at their offices, which are to be returned to the General Post Office monthly. It is of great importance to have this duty regularly and properly performed, as, without such returns, it is impossible for the Postmaster General to know whether a contractor performs his contract. At the unproductive offices, where such extremes sometimes occur, little attention is paid to this duty; and, as the compensation they receive is of no consideration, they cannot be compelled to do it promptly; it is also a trouble not common to the Postmasters, and it therefore seems expedient to make that small allowance.

Sec. 22. Difficulties have frequently occurred in suing bonds and delinquent Postmasters, from the manner which has, until lately, been adopted, in describing the person to whom the obligation is made. From that cause, it is now necessary to prosecute bonds made to a former Postmaster General, and to sue for debts arising in his time in the individual name of the person who acted as Postmaster General. It is therefore proposed to authorize the carrying on of such suits in the name of "the Postmaster General of the United States."

The rules of the common law also require that the original accounts should be produced in support of suits for the recovery of balances; but the Post Office act directs them to be deposited in the Office of the Treasury, from whence they cannot be withdrawn; it therefore appears necessary that certified copies of Postmasters' accounts should be admitted as evidence in such cases, there being no other means by which their balances can be properly established.

Sec. 23. A number of instances have occurred where those persons to whom the appointment of Postmaster has been tendered have immediately entered upon the duties of the office without giving a bond, and several months have elapsed before a proper person to do the business could be found and qualified. When these persons refuse or

neglect to render their accounts, there is no means of compelling them, in some districts, but by a suit in equity, which is troublesome in its management, tedious, and expensive; and, in other districts, but by an action of account, which, by being seldom resorted to, is little less difficult. A penalty is therefore proposed in this section, and a form of action prescribed to do away those difficulties. Besides the instances above mentioned, other cases have occurred, where, the Postmaster having died, his clerk or assistant has conducted the Office for several months, either before the Postmaster General received information of it, or before he could appoint another in the place of the deceased.

Sections 24, 25, 26, and 27, are copied from the former act, without alterations.

Sec. 28. In some instances, from the great distance of the delinquent or criminal from the place appointed for holding the courts of the United States, it will amount to a double punishment in expense and loss of time to prosecute him before them; and it is desirable, particularly when the smaller offences or delinquencies occur, to prosecute at as little expense to the public and individuals as can be conveniently done. It would, for instance, be a severe punishment upon a ferryman at Pittsburg, who might incur a penalty of five or ten dollars by a wilful delay in crossing the mail, to bring him all the way from Pittsburg to Philadelphia for trial. On this account, it is proposed to authorize the Judiciary of the several States to try offences under this act.

Sec. 29. This section is provided merely to accelerate the proceedings on suits: it is well known that, in some of the States, they are extremely dilatory.

Sec. 30. This section only repeats the former acts, and provides for the prosecutions of offences under them.

JOS. HABERSHAM, *Postmaster General*.

GENERAL POST OFFICE, PHILADELPHIA, *January 8, 1799.*

7th CONGRESS.]

No. 9.

[1st Session.]

FURTHER PROVISION FOR TRANSPORTING THE MAIL.

COMMUNICATED TO THE SENATE, MARCH 30, 1802.

Mr. JACKSON, from the committee to whom was referred the resolution of the Senate, of the 12th of March, to inquire what further and more effectual means ought to be provided by law for carrying the mail of the United States, reported the following documents:

SENATE ROOM, *March 17th, 1802.*

SIR:

A committee of the Senate, appointed to inquire what further and more effectual means ought to be provided, by law, for carrying the mail of the United States, request your information on the following points:

1st. Is there any part of the main post road on which the mail is carried in stages, established by, and at the expense of, the United States, and if so, on what part or district of the said road?

2d. What has been the expense of that establishment, and what the income or profit thereof, if any?

3d. Would it at present, or eventually, be profitable to the fund of the Post Office to establish mail stages from Portland, in Maine, to Louisville, in Georgia?

4th. Should that object not be attainable at the present period, or not be expedient, the committee request an estimate of you of the probable expense of establishing a line of mail stages from Petersburg, in Virginia, to Louisville, in Georgia, and the probable advantage, if any, which would accrue, eventually, to the funds of the Post Office from such an establishment.

5th. Whether it be necessary, at the present session, to provide any further means, by law, for the safe carrying the mail, and to regulate contracts made in relation to the same, by penalties or otherwise.

By order of the committee.

I have the honor to be, &c.

JAMES JACKSON, *Chairman*.

HON. GIDEON GRANGER, *Postmaster General U. S.*

GENERAL POST OFFICE, *March 23, 1802.*

SIR:

I have the honor to acknowledge the receipt of your letter, containing the following questions; and in obedience to the request of "the committee of the Senate appointed to inquire what further and more effectual means ought to be provided, by law, for carrying the mail of the United States," transmit the replies herein contained.

Question 1st. Is there any part of the main post road on which the mail is carried in stages, established by, and at the expense of, the United States, and if so, on what part or district of the said road?

Answer. The mail is carried in stages established by the late Postmaster General, and at the expense of the United States, on the post road between the cities of Philadelphia and Baltimore.

Question 2d. What has been the expense of that establishment, and what the income or profit thereof, if any?

Answer. The transportation of the mail by this establishment commenced on the 2d day of May, 1799. The value of the forage and other property belonging to the public has not been ascertained. An exact estimate of the profits cannot be given. The balance of expenditures and receipts at this office, are \$22,469 92, and form a charge against the establishment to that amount.

The lowest price for which any one could have been procured to transport the mail, per year, together with the offers made for the property on hand, may furnish a tolerably correct estimate of the actual profit resulting to the public from the establishment.

The transportation of the mail for three years, computing up to the 2d day of May next, at \$5,000 per year, the lowest price for which any one would carry it when the public carriages were established.

The sum repeatedly offered for the public property on the road, exclusive of forage, by persons possessing the means of knowing the profits of the institution, and which it is believed is not the value of it, is

To these may be added—

Cash in the hands of the agents more than sufficient to meet the demands against the establishment, at least

The forage at various stands on the road, estimated at

Deduct the above sum of

Balance in favor of the establishment for the three first years,

15,000 00

16,000 00

\$33,500 00

22,469 92

\$11,030 08

For the last year and an half the fare of travellers has defrayed the expenses of the establishment, and the actual profit has been for that time equal to the whole expense of transporting the mail.

It is proper to remark that the mail has been carried with unexampled regularity and despatch, within the body of a carriage, in a box prepared for that purpose, less liable to be chafed and injured, and secured from robbery and inclement weather.

Question 3d. Would it at present, or eventually, be profitable to the funds of the Post Office to establish mail stages from Portland, in Maine, to Louisville, in Georgia? And

Question 4th. Should that object not be attainable at the present period, or not be expedient, the committee request an estimate of you of the probable expense of establishing a line of mail stages from Petersburg, in Virginia, to Louisville, in Georgia, and the probable advantage, if any, which would accrue, eventually, to the funds of the Post Office from such an establishment.

Answer. By increasing the security of the mail, ensuring the regularity of its arrival and departure, and transporting it with all possible expedition from one commercial city to another, the amount of postage will be increased. It is certain that mails will be conveyed by the public with more regularity, safety, and expedition, and with less injury than they will by individual contractors; with the latter it is a secondary object. The price allowed for transporting the mail bears but a small proportion to the fare of the passengers. It is believed that the establishment of mail stages between the places mentioned will be eventually profitable to the funds of the Post Office, and highly useful to the public. Whether it would at present be profitable or not must rest on conjecture. Experience alone can determine the question. How far the European peace will check commercial enterprise and the necessity of correspondence and intercourse, cannot be calculated. Assuming as a principle that the regular growth of the country will equal the reduction of correspondence and intercourse to be calculated from the present state of Europe, of which you are competent judges, it is believed that, from Petersburg, in Virginia, to Portland, in Maine, the fare of passengers would defray the expense of supporting mail coaches, after they had been in operation one year, and I think it might with confidence be calculated upon after the second year; the mail would then be conveyed free from expense. The future expense of conveying that mail may be calculated at \$25,000 yearly. On this part of the road stage carriages have been long in use, and no doubt now furnish a profit to the proprietors, exclusive of what they receive for transporting the mail.

I have no acquaintance with the country between Petersburg and Louisville; from the best information I have been able to obtain, there appears to be very considerable intercourse between Petersburg and Fayetteville, a distance of one hundred and ninety-four miles. The roads are good, and the price of all articles necessary for an establishment of carriages, reasonable. The price now paid for transporting a mail three times a week between these towns is \$6,120 yearly. The fare of passengers, it is calculated, will support the desired establishment after it has been in operation four years, and, it is to be hoped, in a much shorter time. Indeed, should the Government establish a line of carriages from Louisville to Raleigh, a private adventurer stands ready to complete the connexion, by running his stages between Petersburg and Raleigh. Raleigh is two hundred and ninety-five miles from this place and fifty-eight miles this side of Fayetteville. From Fayetteville to Louisville the prospect does not appear so flattering; the expenses of the establishment will be considerably greater, and the prospect of passengers is not so good; but the country is fast rising into importance. In the course of a few years it is probable the profits of the establishment would be equal to its support. Many of the people of South Carolina and Georgia visit the New England States in the summer months; a considerable proportion of these travellers would make use of the stages. The distance from Fayetteville to Louisville is computed at three hundred and four miles. For the transportation of a mail three times a week from Fayetteville to Augusta, and once a week from Augusta to Louisville, there is now paid to contractors \$7,100. An arrangement of the main mail through the United States is taking place, for which an extra compensation must be made to the contractors. The capital required to erect a line from Portland to Louisville, that shall carry a mail six days in each week from Portland to Petersburg, and three days in a week from Petersburg to Louisville, is estimated at \$95,309; this includes the first cost of horses, carriages, harness, and one month's forage. The expense of placing the property on various parts of the line may be computed at \$3,000, and is to be added to that sum. To erect a line from Petersburg to Louisville, which shall carry a mail three days in each week, will, on the same estimate, require a capital of \$25,547 16, to which may be added, for placing the property on the line, \$1,200. To establish a line from Raleigh to Louisville, on the same principles and with the same estimate, will require a capital of \$18,468 67, excluding the expense of placing the property on the line, which may be estimated at \$800.

The foregoing estimates are made from the expense actually incurred in establishing the line between Philadelphia and Baltimore. I believe they are eighteen or twenty per cent. higher than the actual expense through New England, and probably as much lower than the expense would be in South Carolina and Georgia.

It is generally computed and agreed by persons acquainted with the business, that the fare of seven passengers will fully defray the expense of two lines of stages. Whenever we can calculate on four passengers one way and three back, daily, daily mails may be run without any expense to the Government; wherever half that number of passengers may be relied on, three mails in a week may be run on the same principles. To support the establishment between Petersburg and Louisville would require something more than ten passengers a week passing each way. The mail has become the channel of remittance for the commercial interest of the country, and, in some measure, for the Government; its contents cannot be too well secured and guarded; while carried on horseback or in sulkeys, it is exposed to robberies both by the carriers and by others. It has been once robbed in Georgia and once in South Carolina, since the first of December last. When transported in mail coaches the passengers guard the carrier from attack, and the public from the evils of the carrier's dishonesty. The transportation of the mail in stage coaches is considered at this office of such importance as to justify an extra allowance of at least twenty per cent. to aid an infant establishment. To furnish for your use all the information in my power to communicate, I herewith transmit a statement of the present and probable future expense of transporting the public mail on the whole route from Portland to Louisville, marked A; a statement of the duration of existing contracts for the transportation of that mail, marked B; a statement of the expense of establishing mail coaches, and distinguishing the expense between the different principal towns, marked C; a list of questions proposed to sundry gentlemen of North Carolina, South Carolina, and Georgia, (with the necessary changes to adapt the inquiries to the roads in each State) marked D, together with several answers to the same, marked E; such further answers as may be received shall be transmitted.

Question 5. Whether it be necessary, at the present session, to provide any further means by law, for the safe carriage of the mail, and to regulate contracts made in relation to the same by penalties or otherwise?

Answer 1. The main mail of the United States, after the fifteenth day of next month, is to be transported with increased expedition. It would much facilitate its progress if all other carriages for the transportation of passengers were compelled to give the road to the mail coaches.

2. Cases exist where a mail contractor is wholly negligent of his duty, and the benefits of the institution nearly lost. The Postmaster General has no express authority to declare the contract violated, and place the mail in other hands: such authority would be useful if it was fairly exercised.

3. The revenue of the Department would receive a considerable increase by preventing the travellers in the mail carriages from carrying letters, by compelling them to call at the first Post Office on the road and deliver the letter to the Postmaster, to be forwarded in the mail, or pay to that officer the postage of such letter from the place where received to the place of destination.

4. The law ought, in my opinion, to prohibit contractors from entrusting the mail to negroes, or people of color. By the laws of several of the States they are not allowed as witnesses except against persons of their color. People disposed to rob the mail will not be equally prevented by the fear of conviction. There are also political considerations which, at this time, will evince the propriety of such restriction.

I am, sir, with great respect, your obedient servant,

GIDEON GRANGER.

HON. JAMES JACKSON Esq. Chairman of the Committee of the Senate on the Post Office Establishment.

Statement of the annual expense of carrying the mail of the United States, from Portland, Maine, to Louisville, Georgia.

	Current expense.	Probable sum increased for expediting the mail.
Portland, Maine, to Portsmouth, N. H. three times a week,	500	125
Portsmouth, N. H. to Boston, M. daily,	1,200	300
Boston, M. by H. to New York city, three times a week,	4,000	1,000
Boston (via New Haven) to New York city, do.	2,500	1,000
New York city, to Philadelphia, daily,	2,800	467
Philadelphia to Baltimore, Md. (public.)		
Baltimore, Md. to Georgetown, D. C. daily,	1,550	350
Georgetown, D. C. to Fredericksburg, Va. daily,	1,900	475
Fredericksburg, Va. to Richmond, Va. daily,	1,712	428
Richmond, Va. to Petersburg, Va. daily,	500	125
Petersburg, Va. to Fayetteville, N. C. three times a week,	6,120	1,520
Fayetteville, N. C. to Camden, S. C. do.	3,000	750
Camden, S. C. to Augusta, Ga. do.	3,600	900
Augusta, Ga. to Louisville, Ga. once a week,	500	*1,307
Dollars,	99,882	\$8,757
	8,757	
Total,	\$38,639	

Statement of the duration of the existing contracts from Portland, Maine, to Louisville, Georgia.

Contract—Portland and Portsmouth, N. H. from October 1st, 1801, to September 30th, 1803.
“ Portsmouth and Boston, Ms. from October 1st, 1800, to September 30th, 1804.
“ Boston, Hartford, and New York city, from October 1st, 1800, to September 30th, 1804.
“ Boston, New Haven, and New York city, from October 1st, 1801, to September 30th, 1802.
“ New York and Philadelphia, from October 1st, 1800, to September 30th, 1804.
“ Philadelphia and Baltimore, (public.)
“ Baltimore and Georgetown, D. C. from October 1st, 1800, to September 30th, 1804.
“ Georgetown and Fredericksburg, Va. from October 1st, 1800, to September 30th, 1804.
“ Fredericksburg and Richmond, Va. from October 1st, 1800, to September 30th, 1804.
“ Richmond and Petersburg, Va. from October 1st, 1800, to September 30th, 1804.
“ Petersburg and Fayetteville, N. C. from October 1st, 1800, to September 30th, 1804.
“ Fayetteville and Camden, S. C. from October 1st, 1800, to September 30th, 1804.
“ Camden and Augusta, Ga. from October 1st, 1800, to September 30th, 1804.
“ Augusta and Louisville, Ga. from October 1st, 1800, to September 30th, 1804.

Estimate of the expense of establishing a line of Stages from Portland, Maine, to Louisville, Georgia, calculated on the actual expense of establishing the present public line from Philadelphia to Baltimore.

The actual sum expended in establishment of the public mail stage from Philadelphia to Baltimore, the distance of one hundred and three miles, for horses, carriages, and harness, was - - - - - \$10,567 37

From Portland to Portsmouth, a single line,	distance 58 miles, calculated on that ratio,	2,975 37
Portsmouth to Boston, a double line,	64 - - - - -	6,566 33
Boston (Hartford) to New Haven, a single line,	162 - - - - -	8,320 52
Boston (Providence) to New Haven, ditto,	154 - - - - -	7,900 12
New Haven to Philadelphia, double line,	185 - - - - -	18,960 82
Philadelphia to Baltimore, (public line.)		
Baltimore to Petersburg, double line,	200 - - - - -	30,519 80
Petersburg to Raleigh, single line,	138 - - - - -	7,078 29
Raleigh to Louisville, ditto,	360 - - - - -	18,468 87
		<u>\$90,790 12</u>

In the above estimate sixty horses are allowed for the distance of one hundred and three miles on the double lines, and thirty for the same distance on the single lines; it will consequently require five hundred and fifteen horses to convey the mail on the above routes; each horse, estimated at \$132 40, is 68,186 00

Seven carriages are allowed in the estimate for one hundred and three miles on the double lines, and for two hundred and six on the single lines, which will require sixty in all, each carriage and harness, estimated at \$376 74, is - - - - - 22,604 12

\$90,790 12

GENERAL POST OFFICE, March 21, 1802.

SIR:

If consistent with your convenience I pray you to give me an answer in writing to the following queries, to-morrow morning:

1. Can firm able horses be procured in North Carolina, fit for mail carriages, and near the main post road?
2. If they can, at what average price?
3. Can feed for horses be procured, and at what price in time of peace, and with what distance of transportation?
4. Will horses from New England bear your climate and feed, and remain serviceable, or does the change injure them?
5. What is the make of the ground, the nature of the soil, the state of the roads, the degree of settlement, and the water embarrassments to travelling between Petersburg and Fayetteville?
6. The last question as it respects the country from Fayetteville to the seat of government in North Carolina.
7. Are there convenient houses of entertainment on this road, if so, at what distances?
8. If not, are there proper persons, well circumstanced in point of character, ability, and distances, who would undertake the labor of keeping good houses of entertainment?

*Calculating for increase, and making it three times weekly in lieu of once.

9. Is it a road of great travel, is the travel increasing? is the country advancing in a rapid degree in population and improvements?

10. Are there any carriage builders and wheelwrights residing in any of the towns on this road, if any, in what towns?

11. If there are no such mechanics, what encouragement does any of your towns furnish for good, steady workmen, and what towns will furnish most encouragement?

12. Are good oak, white wood, walnut, ash, and sycamore timbers to be procured at such places, and at what price?

13. What is the average price of rents, fuel, meat, and bread corn, at such places?

14. Are mechanics esteemed and cherished, or are they neglected?

15. What is the average price of bar iron per ton on that road, and at different places? Is it plenty or scarce?

16. Are there plenty of blacksmiths residing along on the road; what is their price for horse shoeing?

17. If there are not, what encouragements are there for good workmen, and in what estimation are they held?

18. Are there sufficient manufacturers of leather, saddlers, harness makers, and the like, in any, or all of the towns, and what is the price of a plain harness for a pair of horses?

19. If not, what encouragement is there for manufacturers and workmen of these kinds?

20. As far as you can form an estimate, what are the feelings and disposition of the people respecting mail coaches; would they be countenanced or not?

21. In your opinion could a coach, passing every second day, each way, calculate on three passengers each trip; if not, how many?

By attending to these queries you may promote the public interest, as well as confer a favor on your friend,

G. G.

Sir:

I can say nothing as to the road between Fayetteville, in North Carolina, Columbia, in South Carolina, and between Columbia and Augusta, in Georgia, having never travelled between any of those places; my information is altogether confined from Augusta to Louisville. It cannot be supposed that, in every case, the answers to the great variety of things presented in your queries can be perfectly correct, but I believe the most material parts are so.

Answers to the Queries.

1st. Horses, such as you describe, can be purchased.

2d. The price from one hundred and fifty to two hundred dollars.

3d. Corn, fifty to seventy-five cents per bushel; fodder from seventy-five cents to one dollar a hundred; in times of scarcity, one dollar and twenty-five cents.

4th. Horses south of Maryland are to be preferred.

5th. Twenty-five miles sandy, the road good, no water embarrassments, bridges over all the principal water courses.

6th. Convenient houses of public entertainment; the furthest apart do not exceed ten miles, and several within five miles.

7th. Answered.

8th. The road is much travelled, and the country rapidly increasing in population and improvement.

9th. Several good carriage builders and wheelwrights in Augusta, two in Louisville, and wheelwrights living on and near the road.

10th. Answered.

11th. Plenty of excellent timber such as you have described, except whitewood; no such wood in Georgia, without it be what is called white oak, or white poplar; price from ten to fifteen dollars per thousand feet.

12th. A tolerable good building for two hundred dollars per year; fuel, from two to three dollars a cord in Augusta and Louisville; beef, six cents per lb.; mutton, twelve and a half cents; bread corn, seven and a half cents, above the average price of Indian corn; wheat, four dollars a cwt.

13th. Mechanics are esteemed and cherished.

14th. Bar iron can be furnished at one hundred and fifty dollars per ton at Augusta and Louisville, and on the road it is plenty.

15th. Plenty of blacksmiths on the road; shoeing the horse round, one dollar.

16th. Answered.

17th. Manufacturers of leather, saddlers, harness makers, and the like, in Augusta, and makers of some, and menders of all, in Louisville; price of plain stout harness, for a pair of horses, from thirty to forty dollars.

18th. Answered.

19th. Would be countenanced.

20th. A coach at first cannot calculate on three passengers every second day; but I think I may venture to say that, in a short time, it would be supplied with passengers at each trip; the intercourse is daily increasing, between Augusta, a considerably commercial place, and the seat of government, Louisville; independent of that consideration Louisville is situated in the centre of a rich and thick settled country. If any answers to your inquiries will in the least promote the general interest, I am happy that you have afforded me the opportunity in doing so.

With regard, yours,

JOHN MILLEDGE.

WASHINGTON, Monday morning, March 22, 1802.

Sir:

With pleasure and readiness I comply with your request, in offering you such information as in my power, in reply to your queries of yesterday, which are herein transcribed, and answered in the order you have stated them:

First and second query.—Can firm, able horses be had in North Carolina, fit for mail carriages, and near the main post road, and at what average price?

Strong able horses are to be procured, at a short notice, in any of the towns along the post road in North Carolina, viz: Warrenton, Louisburg, Raleigh, and Fayetteville, at about \$100 or \$110. In the Spring and Fall large numbers of horses are brought into the lower parts of North Carolina, from Tennessee and Kentucky, and generally sell at that price.

Third query.—Can feed for horses be provided in time of peace, at what price, and with what distance of transportation?

Corn and oats are to be had in abundance on and near the road, and generally fodder or hay. Provender abounds most on the rivers, where the lands are generally more fertile, viz: Roanoke, where corn commonly sells at from one and a half to two and a half dollars per barrel; fodder and hay generally seventy-five cents per hundred weight; oats two-thirds the price of corn. Tar river, Neuse, Crabtree, and Cape Fear river, afford grain at nearly the same prices generally. At the intermediate places of Warrenton, Louisburg, Raleigh, Fayetteville, and on the road between these towns, I presume grain could be had for the same price. From Fayetteville southward, grain has risen in price latterly, owing to the general culture of cotton; though, on the road from Fayetteville to Columbia, in South Carolina, there are several rivers and water courses, on which provender can be procured, viz: Raft Swamp, Drowning creek, Little Pedee, Great Pedee, where every necessary abounds; Lynches creek, Congaree, at Camden, &c. About the same prices would procure any quantity of provender at any point on this route, from Roanoke to Columbia, in my opinion; and I am perfectly acquainted with the road, and the whole country contiguous to it.

Fourth query.—Will horses from New England bear your climate and feed, and remain servicable, or does the change injure them?

We have not had many instances of horses from New England in my part of the country; but some have been brought to Fayetteville, and they have done very well.

Fifth query.—What is the make of the ground, the nature of the soil, the state of the road, the degree of settlement, and the water embarrassments to travelling between Petersburg and Fayetteville?

The country from Petersburg, for the first fifteen miles, is rather flat, and sandy soil at top, clay below three inches, fine road in dry weather. The country then rises into a higher and more rolling appearance, sometimes clay hills, and stones, but generally an excellent hard stone or gravel road to Raleigh, North Carolina. A great part of this distance is well settled, houses, plantations, &c. to be seen from one to four miles; some very decent houses of entertainment, and many new buildings, &c. strongly indicating that the country is fast improving. The water embarrassments are, first from Petersburg; the river from Notaway, over which is a good bridge, about one hundred and fifty feet wide; some creeks with bridges generally; the river Meherrin, a bridge one hundred and eighty feet; Roanoke three hundred yards wide, ferry in a flat, seldom impassable, only in remarkable high freshes, and very high wind; it does not occur, I am told, more than once or twice a year, that persons are detained by either. I do not recollect any water of difficulty from Roanoke to Tar river, at Louisa; here there is a good bridge one hundred and twenty feet or more; Neuse river bridge one hundred and fifty feet wide; Crabtree creek bridge one hundred feet, three miles to Raleigh; from Raleigh to Fayetteville, fifty-six miles, the road generally pretty good; some creeks which are troublesome in times of great waterfall; Cape Fear river forded at Averbosburgh in summer and dry seasons, and in winter ferry in flats, seldom or never impassable. The last thirteen miles to Fayetteville very sandy, but a new road is contemplated to avoid it; there are a few decent houses of entertainment on this road, and more may readily be established.

Sixth query.—The last question as it respects the country from Fayetteville to the seat of government, Columbia, South Carolina. The road from Fayetteville to Columbia passes over some of the poorest, and some as fertile country as any in North or South Carolina. It is generally a flat, level country, sandy and poor, only on the water courses, which are numerous, and commonly are skirted with very rich land. This road affords few comfortable houses of entertainment, though a little encouragement would make things otherwise; the mail coaches passing along this road, would induce most travellers to and from Georgia and South Carolina to travel it, whereas they commonly take other routes from Fayetteville than the main southern post road, as several roads lead from Fayetteville to the southward besides the post road. The water courses on this route, of any consequence, have bridges or ferries, commonly in good order.

Seventh query.—Are there convenient houses of public entertainment on this road—if so, at what distances?

Eighth query.—If not, are there proper persons, well circumstanced, in point of character, &c. to keep good houses?

In answer, I can only say that, on part of the road, tolerable accommodations are to be had, from five to twelve miles apart, and that more may be readily got to set up in the public way; and those which already are so, may be easily induced to improve by the prospect and hope of business and gain.

Ninth query.—Is it a road of great travel—is the travelling increasing—is the country rapidly improving?

I do not think the travelling so great to the south of Fayetteville, as north of it. But when it is remembered that a considerable intercourse will be kept up by the numerous families which have emigrated from Virginia and North Carolina to South Carolina and Georgia, it is more than probable the travelling is increasing towards that quarter, especially if the merchants and others, of the towns in the lower country, prefer the mail coaches for coming and going north, instead of the sea packet.

Tenth, eleventh, fourteenth, and nineteenth queries.—Are there any carriage builders and wheelwrights residing in any of the towns on this road? &c.

There are workmen of this sort in all the towns, and some on the road, in country places, but few of them have been accustomed to building stage carriages; they could repair them, however. In Fayetteville and Raleigh, pretty good mechanics of this sort reside; but perhaps no place on the continent would afford more encouragement for a good workman of this sort than Fayetteville, where all decent mechanics are received and treated with respect, as they are generally in North Carolina, so far as my observation has gone. Several mechanics in the town of Fayetteville have risen into wealth and respect. It depends upon the man, and not upon the trade.

Twelfth query.—Are good oak, white wood, walnut, ash, &c. to be had—and at what price?

All sorts of timber, plank, &c. of the above kinds, are to be had in abundance; the timber costs, commonly, little more than the trouble of getting it.

Thirteenth query.—What is the average price of rents, fuel, meats, &c.?

At Fayetteville a decent house and lot may be rented for \$100; wood, \$3 50 per cord; beef, 4d. to 5d.; pork, 4 to 5¢ per cwt.; bacon, 12 cents; flour, 5 to 6¢ per barrel; corn, from 2 to 3¢ per barrel.

Fourteenth query.—Answered before.

Fifteenth and Sixteenth query.—What is the average price of iron per ton on the road, and is it plenty or scarce? Are there blacksmiths on the road—their price for shoeing horses?

I presume iron is to be had without difficulty at all the towns and stores on the road, at about seven to eight cents per pound; at Fayetteville \$120 per ton. It is made in abundance in the upper part of the State, and brought by wagons to the middle country, where imported iron is also to be had. Blacksmiths are to be found in all our towns, and often on the road. They charge half a dollar for each pair of shoes for horses, and putting them on.

Seventeenth query.—Answered before.

Eighteenth query.—Are there sufficient manufacturers of leather saddles, harness makers, and the like, in any or all the towns, and what is the price of plain harness for a pair of horses?

There is some considerable manufacturers of leather in the State, one at the Moravian town, which furnishes many of our saddlers; there is an extensive tannery at Fayetteville, and at Lumberton, and I presume, at Raleigh and Warrenton, as well as many other places. I believe coarse leather for harness abounds. There are saddlers and harness makers at Raleigh and Fayetteville, though not as extensive as I think the places require; at Hillsborough, thirty-six miles from Raleigh, are some good workmen in that line. I am convinced a good man in this line would make a fortune at Fayetteville. Plain harness would cost from forty to fifty dollars, I believe.

Nineteenth query.—Answered above.

Twentieth query.—As far as you can form an estimate, what are the feelings and disposition of the people respecting mail coaches; would they be countenanced or not?

I feel fully persuaded the establishment of mail coaches to the southward would be highly gratifying to all ranks of people in that quarter; and I feel as well assured they would meet with all the countenance and encouragement that the state of the country could afford.

Twenty-first query.—In your opinion, could a coach, passing every second day each way, calculate on three passengers each trip; if not, on how many?

In answer to this query, I must confess I am at a loss to reply with any degree of certainty or confidence; but I am inclined to believe, on a great part of the route, three passengers each trip might be calculated on, and after some time, for the whole route. It may require the establishment to be in operation for a time before the greater number of travellers will find its convenience. This was the case with the stage running from Fayetteville to Wilmington, which at first was badly supported, but I am told has so increased in use, that it is intended to run twice a week.

If this hasty reply shall be of any service to your Department, and the public interest as connected with it, it will be gratifying to me. I trust, however, sir, you will forgive the crude manner in which it is drawn up.

I am, sir, yours, &c.

W. B. GROVE.

Hon. GIDEON GRANGER, Esq. *Postmaster General.*

MARCH 23, 1802.

SIR:

I received your favor, under date 23d instant. I am unable to give any correct information of the road, &c. from Fayetteville, in North Carolina, to Columbia, in South Carolina. I therefore beg leave to refer you to General Sumpter and Mr. Hunger for information of that part of the road, and will confine my information from Columbia to Augusta. It cannot be expected that, in every article, my answers to the great variety of subjects presented in your queries will be perfectly correct. However, I believe the most material parts will be found tolerably correct.

Answers to your Queries.

- 1st. Horses, such as you describe, can be purchased in South Carolina.
- 2d. The price about one hundred and fifty dollars.
- 3d. Corn, at fifty cents per bushel; fodder, at one dollar per hundred weight.
- 4th. Horses south of the Potomac are to be preferred.
- 5th. The road good, sandy, and level: no water embarrassments but what are provided with good boats and bridges.
- 6th. Convenient houses of entertainment are to be found on the road, at ten or fifteen miles distant from each other.
- 7th. Answered.
- 8th. The road is much travelled, and the country rapidly increasing in population and improvements.
- 9th. There are carriage builders and wheelwrights residing in Columbia and Augusta.
- 10th. Answered.
- 11th. Plenty of good timber, such as you have described, except whitewood—I do not know it by that name; if it is the white poplar, it is plenty. I cannot say at what price those timbers can be had, but I believe at very moderate prices.
- 12th. A tolerable good house in Columbia or Augusta, for 150 or \$200 per year; fuel, from 2 to \$3 per cord; beef and pork, from five to six cents per pound; flour, six dollars per barrel; Indian corn, fifty cents per bushel.
- 13th. Mechanics are cherished and esteemed.
- 14th. Bar iron can be furnished at Columbia, and Augusta, at one hundred and fifty dollars per ton.
- 15th. Plenty of blacksmiths on the road; for shoeing a horse round, one dollar.
- 16th. Answered.
- 17th. There are manufacturers of leather, saddlers, and harness makers, in Columbia and Augusta. But I cannot say what is the price of harness.
- 18th. Answered.
- 19th. I believe they would be countenanced.
- 20th. A coach cannot calculate on three passengers for the first year every second day, but I think soon after it would be supplied with passengers; the intercourse between Columbia and Augusta is increasing. If my answers will confer a favor on you, or promote the public interest, I am happy that you have afforded me an opportunity to show my willingness to contribute to either.

Accept the assurance of my high esteem, and believe me, sir, your most obedient servant,

G. GRANGER, Esq.

THOMAS MOORE.

Additional Answers to Queries.

Query 1st. A large number of horses of this kind may not be at all times to be had in South Carolina and Georgia, near the main post road; but there is no difficulty to be anticipated on this head. Any number of horses which may be wanted may be very easily procured from the upper country, Kentucky, and Tennessee, to be delivered in good order at any points on the road the Postmaster General may prefer; and the neighborhood of the main post road will, no doubt, afford a sufficient number to supply casual and temporary losses.

Query 2d. Such horses to be delivered as above, might heretofore have been bought at about one hundred and thirty dollars. Horses, however, of the kind which would answer for stages, have latterly fallen very much in value, and where a contract was made for a considerable number, it is more than probable that they would average a less price.

Query 3d. Oats and hay, in some few places, may at certain seasons be had. Indian corn and blades, with a little management, are to be procured in sufficient abundance. In a few places there will, perhaps, be some little inconvenience in the transportation. But it is believed that an average price of seventy-five cents per bushel for corn, and about the same for blades, would rather exceed than fall short of the actual expense required.

Query 4th. Horses from the north, east, and west, suffer a good deal during the first summer they are carried into the lower parts of the Southern States. They by degrees, however, assimilate themselves to the food and climate, and answer perfectly well; but for the above reasons, as well as several others, it would not be prudent to commence running stages before the autumn; about the latter end of October or beginning of November.

Query 5th. The country from Fayetteville to Lumberton, is generally poor, but the road very good, and no peculiar embarrassments from the water courses. From Lumberton to Greenville the soil, for the most part, indifferent. The roads in some places sandy, though, upon the whole, pretty good, and no impediments to be apprehended from the water courses, which may not be easily obviated. The population is pretty considerable for our country; the inhabitants generally well disposed, though by no means rich.

The Pedee, on the other side of which Greenville lies, is occasionally subject to considerable freshets. At this place, however, it is hardly, if ever, impassable; and at the worst, every inconvenience would be obviated by changing stages at the ferry.

Greenville is nearly a middle point between Lumberton and Camden: the country around very rich, and affording the greatest abundance of Indian corn, fodder, peas, &c. Blacksmiths and saddlers, it is believed, are already established here; if not, it would certainly be a favorable spot for tradesmen of this kind to fix themselves.

Only a small portion of the direct main road from hence to Camden, is known to me. From report, I can venture to say, the description of that already described will be generally applicable to it, except, perhaps, that it is more sandy, and the country, of course, rather poorer. It is not recollected that there are any serious difficulties to be apprehended from the water courses.

Camden is well supplied (for our interior country) with every thing. The road from thence to Columbia, very sandy. Of Columbia as of Camden, the same observation may be made with respect to supplies of every kind.

Beyond Columbia, nothing is known to me from personal experience. I have every reason, however, to believe the country and state of things to be very similar to those already described; though, upon the whole, perhaps, somewhat better.

Query 6th has been, by mistake, or some other cause, omitted in the communication from the Post Office.

Query 7. There is, in general, a scarcity of public houses in the most Southern States; not more so, however, on this than other roads. A house of entertainment, good or bad, is, for the most part, to be found at the end of every eighteen or twenty miles, more or less.

Query 8th. I have no reason to doubt but that houses of entertainment might be procured at convenient distances. The running of a stage would, of itself, go a great way towards the promotion of this very desirable object.

Query 9th. This road was formerly very much travelled. Other roads, however, higher up the country, having been opened, this may not, perhaps, be quite so much the case at present, though in many parts of it the travelling is believed still to increase, and the country around certainly improves and advances in population.

Query 10th. Carriage builders and wheelwrights are not very numerous. Some are scattered about on the road, however, and they are, in particular, to be found at Camden and Columbia, and possibly at or near Greenville and Lumberton.

Query 11th. Mechanics of this kind would receive encouragement at most places, more especially at those just specified.

Query 12th. Correct or satisfactory information cannot be given on this subject from my own knowledge, but as far as my knowledge goes, I am led to think that most of the kinds of wood specified (or others of a similar nature, and which will answer the purposes contemplated) are to be had in sufficient abundance.

Query 13th. Neither can I undertake to answer this query with as much exactness as I could wish. Speaking at a venture, I should suppose that, upon an average, the articles specified will be found much lower than on the stage roads further north.

Query 14th. Mechanics are generally esteemed and cherished in the Southern States; and where they act with *sobriety and industry*, usually prosper in life.

Query 15th. On this point I must plead ignorance, yet I should conceive that there can be no difficulty in procuring the quantity of iron which may be found requisite.

Query 16th. Blacksmiths are generally scattered through the country, at greater or less distances. The price of horse-shoeing is not recollected.

Query 17th. *Good and sober* workmen of this kind would, it is presumed, meet with success almost everywhere.

Query 18th. Nearly the same answer may be given to this as to query No. 10. The price of harness is not recollected. I should suppose, from my own experience, that harness, and several other articles, could be sent round by water from the North, cheaper, and perhaps better, than they could be procured to the South.

Query 19th. The observations in answer to queries 11 and 14 will generally apply to this.

Query 20th. I have not the smallest doubt but that the people are in favor of, and would be gratified by, an establishment of this kind. I have heard numbers wish something of the kind attempted, even at a sacrifice on the part of the Post Office; nor do I ever recollect to have heard a word said against it, though it is but fair to observe, that I have heard some doubts expressed as to the chance of success. The inhabitants would, I am confident, countenance the establishment of a mail stage as far as their local and pecuniary circumstances would permit.

Question 21st. In my humble opinion, an average of *three* passengers cannot be counted upon. For two or three years to come, I fear that a stage running twice a week would hardly pay its expenses. Including the allowance which must in every event be paid for carrying the mail, this may possibly be done; but until the people are better and more generally acquainted with the advantages of stage establishments, and get into the habit of using the stages, the most sanguine cannot well expect to do more, particularly on this road.

Having given the most correct answers to the different queries contained in the communication from the General Post Office, which my limited acquaintance with the part of the country in question permits, I will beg leave to make a few additional observations on the subject generally.

I hinted, in answer to query 4th, that it would not be prudent to commence running stages before the autumn, in consequence of the effect which the change of food and the heat of the weather usually have upon horses when first brought to the low country of the Southern States. The danger, in this respect, would be greatly increased by exposing them at once to hard labor at the commencement of the summer, and before either horses or drivers were accustomed to the duty to be performed. The loss of horses, in consequence of this, would, I fear, be alarmingly great. Other important considerations would seem to operate in favor of the proposed delay. The season is now so far advanced that the inhabitants have, for the most part, sent off and disposed of their surplus produce. There might possibly, therefore, not be a sufficiency of corn and fodder to be procured in the neighborhood of the main road; and even should there be a surplus to spare equal to this unexpected demand, the sudden demand itself would necessarily affect and enhance the price of fodder and grain—a circumstance which would not only add to the expense of the establishment, but might render it less acceptable to many of the people. In the autumn, on the contrary, as the crops are just harvested, abundance reigns every where; provisions of all kinds are plenty, and the Postmaster General will have it in his power to make his contracts on the most advantageous terms, and without enhancing the price of provisions to the poor. He would, moreover, have full time to obtain any further information he might wish, and to make his arrangements at leisure.

I would also beg leave to express my doubts whether the route fixed on affords the greatest prospect of success. Stages already run from Savannah, Georgia, to Georgetown, S. C. and are found to answer. Much less expense would, in the first instance, be required to meet this line of stages, and very many of those who now go from Savannah, Charleston, and Georgetown, by water, would, no doubt, prefer the stage. Persons living in the country who wish to go to the northward, having horses of their own (and no other mode of proceeding on) would easily strike on some near point of the stage road, and from thence take the stage. Few of the merchants, inhabitants, and strangers, in the cities, have horses, nor would they give up a water conveyance immediately at hand, to search one at a distance by land. Add to this, that the lower parts of the Southern States being more sickly, the inhabitants emigrate in considerable numbers at the approach of the sickly season, and return towards the autumn, and having more mercantile intercourse with the Northern and Eastern States, there is usually a greater number of persons called by their business to and from thence.

It is certainly, however, greatly to be desired, that there should be a stage running through the heart of the Southern States. If the Postmaster General, therefore, thinks proper to carry this plan into execution, it is respectfully submitted to him whether it would not also be advisable to establish a stage from Greenville to Georgetown. The distance is under one hundred miles; the road good, and much travelled. By this means the line of sea-coast would be united to the main line, and with a very small addition of expense; and, after a trial of twelve months, the Postmaster General would be able to judge, from experience, whether both lines can be advantageously continued, or which of them promises the greatest chance of success.

In haste, BENJAMIN HUGER.

SIR:

GENERAL POST OFFICE, March 23, 1802.

An objection exists against employing negroes, or people of color, in transporting the public mails, of a nature too delicate to engraft into a report which may become public, yet too important to be omitted or passed over without full consideration. I therefore take the liberty of making to the committee, through you, a private representation on that subject. After the scenes which St. Domingo has exhibited to the world, we cannot be too cautious in attempting to prevent similar evils in the four Southern States, where there are, particularly in the eastern and old settled parts of them, so great a proportion of blacks as to hazard the tranquillity and happiness of the free citizens. Indeed, in Virginia and South Carolina (as I have been informed) plans and conspiracies have already been concerted by them more than once, to rise in arms, and subjugate their masters.

Every thing which tends to increase their knowledge of natural rights, of men and things, or that affords them an opportunity of associating, acquiring, and communicating sentiments, and of establishing a chain or line of intelligence, must increase your hazard, because it increases their means of effecting their object.

The most active and intelligent are employed as post riders. These are the most *ready to learn*, and the most *able to execute*. By travelling from day to day, and hourly mixing with people, they must, they will acquire information. They will learn that a man's rights do not depend on his color. They will, in time, become teachers to their brethren. They become acquainted with each other on the line. Whenever the body, or a portion of them, wish to act, they are an organized corps, circulating our intelligence *openly*, their own *privately*.

Their travelling creates no suspicion; excites no alarm. One able man among them, perceiving the value of this machine, might lay a plan which would be communicated by your post riders from town to town, and produce a general and united operation against you. It is easier to prevent the evil than to cure it. The hazard may be small, and the prospect remote, but it does not follow that at some day the event would not be certain.

With respect and esteem,

GIDEON GRANGER.

Honorable JAMES JACKSON, Senator from Georgia.

[7th CONGRESS.]

No. 10.

[2d Session.]

NUMBER OF POST OFFICES, AND THE LENGTH OF THE POST ROADS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 25, 1863.

Sir: As the establishment of post roads is annually a subject for the consideration of Congress, the Postmaster General has transmitted, herewith, a statement exhibiting the number of Post Offices, the length of the post roads, and the transportation of the mails, at the several times therein mentioned.

GIDEON GRANGER.

The Honorable the SPEAKER of the House of Representatives of the United States.

A Statement exhibiting the number of Post Offices, the length of the Post Roads, the weekly and yearly transportation of the Mails, and the mode of transporting the same, at the several periods herein set forth, January 24, 1863.

The several periods referred to.	Number of offices.	Length of the post roads.	Weekly transportation of mails in carriages, furnished for the accommodation of travellers.	Weekly transportation of the mail in sulkies, or on horse-back.	Amount of weekly transportation of the mails.	Amount of yearly transportation of the mails.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
March 3, 1793, -	195	5,642	8,567	7,762	16,229	845,468
March 3, 1797, -	589	14,226	14,902	19,708	34,610	1,799,720
March 3, 1801,*	957	21,840	24,490	34,380	58,870	3,057,964
Jan. 24, 1863,†	1,283	24,458	30,172	37,228	67,400	3,504,800

* The principal increase of the post roads from March, 1797, to this period, was by virtue of an act passed at the first session of the sixth Congress. The increase, labor, and expenditure, commenced on the 1st October, 1800.

† In this estimate, the establishments of a weekly mail between Nashville and Natchez, and of three mails in a week in stages from Petersburg to Charleston, are included. The first goes into operation on the first day of February, 1863, the other on the 20th of the same month.

[8th CONGRESS.]

No. 11.

[1st Session.]

MAIL FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 13TH OF DECEMBER, 1863.

Mr. THOMAS made the following report:

The Committee on the subject of Post Offices and Post Roads, to whom was referred a resolution of the second ultimo, directing them to inquire by what means the mail may be conveyed with greater security and despatch than at present, between the city of Washington and Natchez and New Orleans, made the following report:

That the late cession of Louisiana by France to the United States renders it an object of primary importance to have the nearest and most expeditious mode of communication established between the city of Washington and the city of New Orleans, the capital of that province; not only for the convenience of Government, but to accommodate the citizens of the several commercial towns in the Union.

That, at present, the mail is conveyed on a circuitous route from this place to Knoxville and Nashville, in Tennessee, and from thence, through the wilderness, by Natchez, to New Orleans—a distance of more than fifteen hundred miles.

That, by establishing a post route, as high on a direct line between those two cities, as the Blue Ridge and Alleghany mountains will admit of, will not only lessen the distance about five hundred miles, but, as this route will pass almost the whole way through a country inhabited either by citizens of the United States, or friendly Indians, the mail will be more secure, and the persons employed in transporting it better furnished with the means of subsistence.

The committee flatter themselves that the views of the General Government, in effecting this important object, will be seconded by the Governments and citizens of those States through which this road will pass, by laying out, straightening, and improving the same, as soon as the most proper course shall be sufficiently ascertained; but as this has not heretofore been used for conveying the mail between those places, they presume that the best route will be better known after it has been used for this purpose, than it can be at present; and with this view of the subject, they deem it improper, at this time, to designate intermediate points: They are, therefore, of opinion—

That a post road ought to be established from the city of Washington, on the most direct and convenient route, to pass through or near the Tuckaubatchee settlement, to the Tombigbee settlement, in the Mississippi territory, and from thence to New Orleans.

And further, that a post road ought also to be established from the said Tombigbee settlement to Natchez. This road will not only afford the inhabitants of that place a direct mode of communication with that territorial government, who at present are destitute of any, but will shorten the distance between this city and Natchez nearly three hundred miles. And for the consideration of the House, the committee submit the following resolution:

Resolved, That a post road ought to be established from the city of Washington, on the most direct and convenient route, to pass through or near the Tuckaubatchee settlement, to the Tombigbee settlement, in the Mississippi territory, and from thence to New Orleans; and also from the said Tombigbee settlement to Natchez.

For further report, see No. 13.

8th CONGRESS.]

No. 12.

[1st Session.]

MAIL STAGES OR COVERED WAGONS.

COMMUNICATED TO THE SENATE, DECEMBER 25, 1802.

Mr. JACKSON, from the committee to whom was referred the inquiry into the expediency of extending the carriage of the mail of the United States in stage or covered wagons, reported the following letter to, and answer from, the Postmaster General, on that subject:

SIR:

SENATE ROOM, WASHINGTON, November 15, 1802.

A committee is appointed by the Senate to inquire into the expediency of extending the carriage of the mail of the United States, in stage or covered wagons.

I am directed by that committee to desire answers from you to the following questions:

1st. Has the extension of the carriage of the mail of the United States, in stage or covered wagons, under the act of the first session of the seventh Congress, entitled "An act further to alter and establish certain post roads; and for the more secure carriage of the mail of the United States," been fully carried into operation on the route therein described? If not, what circumstances occasioned its failure?

2d. Has the carriage of the mail in stage or covered wagons, on the route on which it has been established, answered the expectations formed at the time of the passage of the aforementioned act? And has it been of public utility, both as respects the safe carriage of the mail, and the conveyance of travelling citizens?

3d. Will it become an object for the United States, at the expiration of the present contracts, to provide stages or covered wagons, for the carriage of the mail, at their own expense, on the route pointed out in the said act, and will the intercourse support it?

4th. Is it expedient to extend, on other roads than those pointed out by the said act, the carriage of the mail in stage or covered wagons? And what mode will be most advantageous, by private contract, or otherwise?

I am, sir, by order of the committee, yours, with respect,

JAS. JACKSON, *Chairman.*HON. GIDEON GRANGER, *Postmaster General United States.*

SIR:

GENERAL POST OFFICE, November 22, 1802.

I have the honor to acknowledge the receipt of yours of the 15th, and, in compliance with the request of the committee, return the following answer to the queries proposed:

1st. The act of Congress referred to, authorized the Postmaster General to extend his contracts for carrying the mail to five years, and to add one-third to the amount then paid to induce contractors to convey the mails of the United States on the post road from Petersburg, in Virginia, to Louisville, in Georgia, in public stages calculated for the conveyance of persons. Passing from Petersburg towards Louisville, the post road branches out, at Fayetteville, into two distinct roads, one by Georgetown, Charleston, and Savannah; the other by Camden, Columbia, and Augusta, to Louisville. A line of stages has been established from Petersburg to Fayetteville.

Fully sensible of the necessity of establishing a line of stages from Fayetteville to Louisville, by Camden, Columbia, and Augusta, an agent was sent through that country to buy in the then existing contracts, which have yet some time to run, and to form contracts for the establishment of stages. But the agent was not enabled to procure a single offer within the act, or to purchase all the existing contracts upon such terms as rendered the attainment of that object practicable. The only means left to the Postmaster General, of accomplishing the great object of the act, was by establishing a line of stages from Fayetteville, by Georgetown, to Charleston, whereby a connected line of mail stages was completed from Augusta to Petersburg; leaving only the space between Augusta and Louisville without the accommodation. For this part of the road, no admissible propositions have been made. Indeed, so strongly was it believed by the adventurers from Petersburg to Fayetteville, that an extension of the line to Charleston was essential to the support of their proposed establishment, that they reserved the right of rescinding their contract if that extension did not take place. The great difference in the receipts of revenue between the offices on the sea-coast road, and those in the interior, was strongly relied on by the citizens of Charleston, and other places, as not only warranting, but requiring, the present establishment. Notwithstanding which, had it been practicable, the direct road by Camden, &c. would have been preferred; and the measures necessary for connecting the lines from Fayetteville, and Georgetown adopted: because it was readily foreseen that, in a little time, cross stages would have been established, connecting the sea-coast with the interior, and producing general accommodation.

2d. The establishment has answered the expectations formed at the time of passing the act. It cannot be doubted that, in relation to the safe and regular transportation of the mails, the convenience of travellers, and the accommodations of the citizens, residing on or near the post roads, the establishment has been of great public utility.

3d. From all the information I have been able to procure, and particularly from the unwillingness of the people who reside on the road from Fayetteville, by Camden, &c. to Louisville, to adventure, even when aided by a liberal compensation for the carriage of the mails, I have formed an opinion that the intercourse on that road will not at present support the establishment of a line of stages. It follows, that, with a view of saving the revenues of the Post Office Department, it will not become an object for the United States, at the expiration of the present contracts, to provide a line of stages on that road for the carriage of the mails. At the same time, such has been the success of the experiment made between Petersburg and Fayetteville, as, when we take into consideration the rising importance of that part of the country, to warrant the belief that the opinions given in the Postmaster General's report of the 23d of March, 1802, may be relied upon as correct.

4th. The increase of our population, agriculture, and commerce, and the consequent increase of intercourse between our citizens, and of travel to and from different States, and distant parts of the same State; the superior security and regularity with which the mails are carried when under cover, and guarded by the traveller; the constantly increasing and enormous sum of many of the mails on the great post roads, owing principally to an extended and extending circulation of newspapers; the vast convenience furnished to the traveller, and to the country through which the public carriages pass; and the immense saving effected by them, in greatly diminishing the number of horses wanted and the expense of feeding them, as well as in lessening the current expenditures of the traveller, all evince the propriety of giving every reasonable encouragement to those who will adventure in establishing and supporting regular lines of public carriages.

The establishment of lines of stages from Fayetteville, by Columbia, Camden, and Augusta, to Louisville; from Chambersburg, in Pennsylvania, to Pittsburg, and from thence, by Chillicothe in Ohio, to Lexington, in Kentucky, and from that place to Knoxville, in Tennessee, and from thence by Staunton, to Richmond, in Virginia, would be of great public utility. They would extend to these sections of the Union the same conveniences and accommodations as are enjoyed by others, and complete a regular, safe, and convenient mode of conveyance, to and from all the important points in the United States—an event highly to be desired. Many embarrassments and difficulties will present themselves in passing the mountains, and completing the establishments in the Western States. But it is believed that, with a reasonable encouragement, the necessary arrangements might be effected in a short time.

Authorizing an extension of the mail contracts on these roads to seven years, and an increased expenditure for the conveyance of the mails, not exceeding fifty per cent. appear to be the best, though not certain methods of accomplishing these important objects.

I am, sir, with great esteem and respect, your most obedient servant,

GIDEON GRANGER.

HON. JAMES JACKSON, *Chairman of the Committee of the Senate, &c.*

8th CONGRESS.]

No. 13.

[1st Session.]

MAIL FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JAN. 12, 1804.

Mr. THOMAS made the following report:

The Committee on the subject of the Post Office and Post Roads, to whom was re-committed their report* relative to a post route from the city of Washington to Natchez and New Orleans, with instructions to inquire and report what is the most convenient, safe, and proper route, for carrying the mail between the city of Washington and New Orleans, therein designating the principal settlements and towns through which, in the opinion of the committee, the same ought to pass, report:

That, as this route must pass through the Mississippi Territory, a distance of nearly four hundred miles, wholly to uninhabited by citizens of the United States, except on the Tombigbee river, without this country being first explored, it is not in the power of your committee to designate the most proper route through it, with any degree of precision; equal difficulty occurs, for the same reason, in determining whether it ought to pass on the east, or on the west side of the Alleghany mountains; because, until this unimproved territory has been explored for the purpose of laying out a road, it is uncertain at what place it ought to intersect the frontier settlement of Tennessee or Georgia. However, as the result of the best information which the committee have been able to obtain, pursuant to the instructions of the House, they submit as their opinion the following resolution:

Resolved, That the mail ought to be carried on the present route, as established by law, from the city of Washington to Knoxville, in Tennessee, (this route is represented to pass by Culpeper Court House, Orange Court House, through Charlottesville, Waynesborough, Lexington, Pattonsburgh, Fincastle, by Montgomery Court House, Wythe Court House, through Abington, Jonesborough, and by Hawkins Court House, to Knoxville) from thence by Tellico Block House, and through the Cherokee nation of Indians, and the settlement on the Tombigbee river, to New Orleans.

And further, that a post route ought to be established from the said settlement on the Tombigbee to Natchez.

*See No. 11.

8th CONGRESS.]

No. 14.

[1st Session.]

RECEIPTS FROM POSTAGE FOR THREE YEARS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 1ST DAY OF MARCH, 1804.

GENERAL POST OFFICE, *March 1, 1804.*

SIR:

I have the honor herewith to transmit a detailed report of the amount of postage in each State, for three successive years, commencing with the 1st of October, 1800, and ending on the last day of September, 1803, together with the expense of transporting the mails on all roads in each State, and the amount of commissions of Postmasters, as well as the other expenses in relation to the Post Offices, in three books, marked A, B, C,* together with a summary report of the same, marked D, all in obedience to the resolution of the House of Representatives, passed on the 5th of December last.

I have the honor to be, with great esteem and respect, your most humble servant,

GIDEON GRANGER.

The Honorable NATHANIEL MACON,

Speaker of the House of Representatives of the United States.

* The statements A, B, and C, are not to be found.

D.

General statement of the gross sums received in each State, for the postage of letters, packets, and newspapers, for three years, respectively, commencing with October 1st, 1800, and ending October 1st, 1803, together with the sums which have been paid in each year, and in each State, for commissions to Postmasters for carrying the mails, and for all other expenses in relation to the Post Office, incurred in each State, respectively.

From October 1, 1800, to October 1, 1801.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commissions on letters.	Commissions on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office on Postmasters' accounts.	Amount paid for transportation of the mails.	States creditors.	States debtors.
New Hampshire,	\$4,003 50	\$108 49	\$4,111 99	\$79 93	\$1,411 22	\$204 17	\$1,695 31	\$30 46	\$3 13	\$186 38	\$2,496 81	\$2,936 15	-	\$139 39
Vermont,	1,836 91	279 21	2,116 12	39 62	842 76	130 41	1,021 79	23	10 30	188 33	895 56	2,619 00	-	1,723 44
Massachusetts,	35,735 97	2,240 31	37,976 28	306 26	8,357 76	1,119 38	9,783 40	965 22	61 67	982 08	26,193 91	12,974 36	\$13,219 55	-
Rhode Island,	5,106 70	384 95	5,491 65	51 91	1,562 39	192 44	1,806 74	213 24	2 27	111 64	3,357 76	1,420 50	1,937 26	-
Connecticut,	10,464 63	1,076 70	11,541 33	147 84	3,501 50	538 05	4,190 39	85 28	50 65	370 43	6,844 58	4,700 43	2,144 15	-
New York,	50,868 94	2,132 76	52,990 80	151 01	8,065 19	1,062 05	9,268 25	2,144 88	29 43	1,230 01	40,318 23	11,430 41	28,887 82	-
New Jersey,	6,665 43	927 83	7,393 26	84 13	2,261 88	464 82	2,810 83	1 64	5 53	143 68	4,431 58	4,752 96	-	321 38
Pennsylvania,	53,016 31	1,972 48	54,988 79	99 43	7,940 41	955 66	9,025 50	1,160 10	5 90	1,677 37	43,119 92	11,334 01	31,785 91	-
Ohio,	1,515 97	131 09	1,646 76	15 48	439 89	65 54	520 91	-	2 02	84 37	1,039 46	2,703 07	-	1,663 61
Indiana Territory,	2,69 27	16 22	2,75 49	15 76	23 76	8 11	32 63	-	10	6 85	45 91	600 00	-	554 09
Delaware,	3,210 81	516 45	3,757 26	42 22	1,141 99	273 16	1,457 37	73 14	1 31	63 13	2,162 31	936 53	1,225 72	-
Maryland,	22,093 31	2,345 42	24,637 73	82 72	5,148 50	1,272 50	6,503 79	594 62	14 96	891 36	23,623 10	8,419 90	15,183 20	-
District of Columbia,	11,833 26	600 35	12,433 61	658 70	3,319 66	300 16	4,278 52	35 70	-	302 99	10,832 40	718 61	10,073 79	-
Virginia,	36,241 46	4,297 31	40,538 67	925 38	9,538 21	2,498 46	12,461 95	182 04	20 54	1,341 15	27,332 99	25,320 71	1,812 28	-
Kentucky,	2,718 71	372 40	3,121 14	33 91	1,061 33	186 07	1,304 31	-	46	257 55	1,556 82	4,832 88	-	3,274 06
North Carolina,	7,316 57	1,266 62	8,583 19	190 35	2,451 14	623 02	3,275 11	41 12	48	439 34	4,827 14	15,541 37	-	10,714 23
Tennessee,	1,469 33	90 31	1,499 64	44 05	1,15 30	43 09	1,503 14	-	48	139 10	855 35	3,324 66	-	2,469 31
South Carolina,	13,575 40	1,091 41	16,579 81	64 06	3,504 46	501 70	4,069 92	693 64	1 58	614 83	11,199 81	11,174 78	-	2,974 91
Georgia,	10,121 93	1,012 46	11,134 39	51 30	2,643 61	506 53	3,201 37	174 53	9 63	523 79	7,226 02	6,344 68	981 31	-
Mississippi Territory,	452 73	16 30	469 03	1 47	120 62	8 12	140 31	-	04	39 87	288 91	2,551 39	-	2,362 48
Dollars,	290,090 67	22,012 27	312,102 94	2,591 09	63,757 51	11,004 11	77,332 74	6,295 89	210 67	9,493 04	218,650 60	137,796 47	107,251 02	26,396 80

STATEMENT—Continued.

From October 1, 1801, to October 1, 1802.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commissions on letters.	Commissions on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office, in Postmasters' accounts.	Amount paid for transportation of the mails.	States' creditors.	States' debtors.
New Hampshire, -	4,495 64	408 44	4,964 08	75 86	1,572 80	234 05	1,832 71	24 52	4 05	223 09	2,829 71	3,358 56	-	558 85
Vermont, -	2,316 97	356 96	2,673 93	49 57	1,039 39	178 37	1,267 24	-	7 55	123 92	1,275 22	3,113 95	-	1,838 73
Massachusetts, -	38,168 07	2,437 66	40,605 73	320 34	9,015 68	1,219 19	10,555 11	998 20	15 99	1,059 26	97,947 17	15,600 50	12,346 67	-
Rhode Island, -	5,145 13	391 88	5,537 01	152 80	1,570 40	195 89	1,848 49	191 98	9 03	119 14	3,375 37	1,615 32	1,760 05	-
Connecticut, -	10,914 60	1,334 35	12,248 95	165 45	3,956 66	667 32	4,789 41	96 92	39 01	381 90	6,941 88	6,197 17	744 71	-
New York, -	52,724 75	2,567 56	55,292 31	200 15	8,897 59	1,282 71	10,310 45	2,209 12	31 97	1,511 45	41,229 26	15,110 86	36,118 40	-
New Jersey, -	7,263 07	1,164 22	8,427 29	98 00	2,495 81	582 02	3,166 73	1 16	4 16	137 45	5,117 79	4,720 41	397 35	-
Pennsylvania, -	53,478 46	1,871 76	55,350 22	113 08	8,297 31	935 49	9,351 88	1,208 58	6 69	1,810 12	43,973 95	15,162 84	27,810 11	-
Ohio, -	2,495 85	184 78	2,680 63	30 91	775 09	92 37	898 40	-	1 26	139 63	1,641 35	4,612 56	-	2,971 21
Indiana territory, -	370 98	43 07	413 55	3 78	111 10	21 54	136 42	-	20 00	20 00	257 03	1,500 00	-	1,242 97
Delaware, -	3,468 15	511 72	4,009 57	47 11	1,308 86	270 80	1,696 60	107 28	1 72	165 97	2,108 00	1,380 85	827 15	-
Maryland, -	29,428 52	2,572 42	32,000 94	85 82	5,231 85	1,268 00	6,703 67	507 98	10 87	722 40	24,055 02	11,152 53	12,903 49	-
District of Columbia, -	16,498 56	540 75	17,039 31	683 32	3,905 65	270 34	5,159 31	98 44	23 03	431 46	10,419 87	1,323 23	9,096 35	-
Virginia, -	36,735 87	5,125 06	41,860 93	398 91	9,519 08	2,561 86	12,808 95	211 26	21 13	1,172 37	27,617 32	31,065 05	-	3,417 83
Kentucky, -	4,337 34	4,027 43	8,364 77	82 27	1,301 97	928 55	1,615 09	-	68 65	219 33	2,642 33	5,718 95	-	12,132 42
North Carolina, -	7,799 52	1,311 10	9,110 62	195 23	2,669 73	655 23	3,503 70	50 24	3 06	406 40	5,147 22	17,969 61	-	3,536 62
Tennessee, -	1,757 32	137 73	1,895 05	72 37	3,566 01	68 73	701 07	-	3 40	191 98	1,031 50	3,989 49	-	2,927 99
South Carolina, -	17,402 98	1,160 46	18,563 44	69 87	3,769 24	580 25	4,419 46	679 34	3 26	679 02	12,483 36	16,473 45	-	3,991 10
Georgia, -	10,382 87	996 11	11,378 98	46 10	2,769 60	498 03	3,255 73	197 60	13 14	430 68	7,461 83	7,100 68	361 15	-
Mississippi territory, -	1,054 77	74 66	1,129 43	4 76	285 09	37 35	327 20	-	19 43	96 43	758 08	2,432 40	-	1,664 32
Dollars, -	304,201 67	23,738 17	327,939 84	2,821 54	69,640 92	11,866 09	84,327 85	6,512 72	197 59	10,009 52	226,592 16	108,818 77	92,786 60	34,713 21

STATEMENT—Continued.
From October 1, 1892, to October 1, 1903.

STATES, &c.	Postage on letters.	Postage on newspapers.	Amount.	Allowance to Postmasters on free letters.	Commission on letters.	Commission on newspapers.	Amount of compensation to Postmasters.	Ship letters.	Way letters.	Contingent expenses.	Balance in favor of General Post Office, on Postmasters' accounts.	Amount paid for transportation of the mails.	States' creditors.	States' debtors.
New Hampshire,	4,740 21	495 83	5,236 04	42 27	1,961 73	247 81	1,981 81	17 82	7 97	255 92	2,972 52	2,655 26		692 74
Vermont,	2,861 16	451 35	3,315 51	43 24	1,273 48	227 01	1,541 73	886 10	10 18	271 90	1,491 70	2,333 77		2,042 07
Massachusetts,	41,843 36	2,794 09	44,637 45	302 66	10,018 54	1,395 05	11,716 65	886 10	45 64	1,025 92	30,963 14	17,171 26	13,788 88	
Rhode Island,	5,197 27	414 36	5,611 63	62 76	1,591 05	307 13	1,865 94	189 06	1 24	112 52	2,448 77	1,876 64	1,572 13	
Connecticut,	12,290 62	1,621 00	13,911 62	117 70	4,331 26	810 21	5,449 90	65 11	34 24	545 63	7,704 44	6,985 33	718 91	
New York,	53,390 12	3,095 80	56,485 92	163 93	9,435 53	1,547 28	11,147 33	2,132 50	24 28	1,511 32	41,639 08	17,868 55	23,790 53	
New Jersey,	7,642 70	1,283 94	8,925 64	66 67	2,450 87	611 79	3,167 73	9 12	13 16	156 05	5,188 98	5,013 93	469 05	
New Jersey,	51,651 75	2,071 89	53,723 64	102 92	8,422 46	1,035 30	9,560 68	1,027 26	12 46	2,405 05	40,721 16	16,826 57	23,894 59	
Pennsylvania,	2,561 58	237 36	2,798 94	34 02	808 57	118 62	961 21			286 49	1,550 32	6,272 18		4,721 86
Ohio,	4,675 38	85 67	4,761 05	6 34	903 89	42 77	923 00		71	32 57	475 77	1,350 00		784 23
Indiana Territory,	3,533 68	717 14	4,250 82	29 66	1,322 49	358 52	1,723 67	95 58	1 71	156 05	2,372 81	1,835 36	438 45	
Delaware,	29,786 81	2,463 68	32,250 49	80 23	5,618 68	1,321 07	6,959 98	488 36	12 26	743 23	21,045 66	12,818 65	11,227 01	
Maryland,	13,475 55	541 29	14,016 77	94 66	4,113 08	270 39	5,330 33	48 82	03	284 15	8,353 44	1,484 14	6,869 30	
District of Columbia,	39,159 87	4,678 77	43,838 64	346 22	10,603 11	2,337 26	13,487 02	236 26	19 10	1,211 61	29,094 15	33,756 15		4,702 00
Virginia,	4,656 98	628 87	5,285 85	80 22	1,610 85	314 26	2,045 33		2 05	371 64	2,896 83	6,538 93		3,642 10
Kentucky,	8,723 51	1,315 90	10,039 41	151 54	3,013 30	672 63	3,840 47	51 88	2 51	528 35	5,656 20	18,950 24		13,294 04
North Carolina,	2,919 85	1,168 72	4,088 57	58 74	700 87	78 54	838 15		1 23	218 04	1,321 15	4,085 59		3,164 44
Tennessee,	17,296 59	1,329 01	18,625 60	44 27	3,832 42	662 83	4,539 52	661 34	2 32	773 14	12,746 28	19,810 59		7,061 31
South Carolina,	10,885 68	1,663 18	12,548 86	39 06	2,804 91	525 91	3,369 88	215 18	6 88	460 63	7,886 19	6,590 50	1,295 69	
Georgia,	1,411 72	170 89	1,582 61	15 08	372 33	85 43	472 84		38	108 61	1,000 79	1,261 17		3,260 68
Mississippi Territory,														
Dollars,	314,016 83	25,637 67	339,654 50	2,774 29	74,565 72	12,840 47	90,153 48	6,119 29	209 30	11,492 05	291,710 38	191,044 31	84,064 54	43,368 47

GENERAL POST OFFICE, *March 1, 1804.*

SIR:

The mails between the cities of Philadelphia and Baltimore, for nearly five years, have been and are transported in public carriages, established by and under the direction of the Postmaster General. There has been advanced from the funds of this Department, to effect and support this establishment, twenty-seven thousand seven hundred and sixty-three dollars and forty-six cents, of which sum five thousand and forty-three dollars and fifty-nine cents have been advanced between the 1st of October, 1800, and the first of October, 1803.

In this report, no charge for the transportation of the mails between those cities is made against either Maryland, Delaware, or Pennsylvania.

In addition to the contingent expenses, which are charged to the several States, from the funds of the Department, there has been paid for incidental expenses, such as purchasing blanks and post bills for the Postmasters, mail portmanteaux, bags &c. the following sums, that is to say:

From the first of October, 1800, to the first of October, 1801,	-	-	-	\$4,140 26
From the first of October, 1801, to the first of October, 1802,	-	-	-	7,002 84
And from the first of October, 1802, to the first of October, 1803,	-	-	-	5,586 44
				<u>\$16,729 54</u>

There are no data by which to distinguish what proportion of these sums is chargeable to any individual State. The expenditures of the Department have greatly increased within the two last years. But it is to be remembered that, while there are not more than three hundred and eighty post roads in the United States, the expense of transporting the mails commenced on forty-two of them in October, 1801, and on sixty in October, 1802, and it is believed that, by a reference to the detailed view of the several post roads, as well as by the report of the Postmaster General, of the 21th of January 1803,* it will appear that the increased mileage of transportation equals the increased expenditure for that service, without any allowance for the acceleration of the mails.

The Postmaster General begs leave further to state, that, at and before the time of establishing the line of stages from Petersburg, in Virginia, by Raleigh, Fayetteville, and Georgetown, to Charleston, South Carolina, the expense of transporting the mail, on the post roads from Petersburg to Fayetteville, from Fayetteville, by Georgetown, to Charleston, from Charleston to Savannah, from Fayetteville, by Camden, to Charleston, and from Camden to Augusta, was twenty thousand seven hundred and fifty-three dollars and thirty-two cents a year. Under the present arrangements the annual expense of transporting the mails on the same road, including the allowance to encourage the line of stages, and a third mail from Charleston to Savannah, is twenty thousand and eighty-two dollars twenty-six cents. In order to establish this line of stages he was under the necessity of buying in several of the existing contracts, for which he paid two thousand and eighty-three dollars and thirty-three cents, of which sum one hundred and seventy-four dollars and two cents is charged to Virginia, five hundred and eighty-four dollars and seventeen cents to North Carolina, and one thousand three hundred and twenty-five dollars and fourteen cents to South Carolina, in the estimate of the expenses for transporting the mails in each State, from the first of October, 1802, to the first of October, 1803.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

The Hon. the SPEAKER of the House of Representatives of the United States.

*See No. 10.

8th CONGRESS.]

No. 15.

[2d SESSION.]

ADDITIONAL ALLOWANCE RECOMMENDED TO A MAIL CONTRACTOR.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1805.

GENERAL POST OFFICE, *January 5, 1805.*

The Postmaster General, to whom was referred by the House of Representatives the memorial of Robert Henderson, relative to a contract for carrying the mail in stages between Fayetteville, in North Carolina, and Charleston, in South Carolina, respectfully submits the following report:

That a contract was made with the memorialists for carrying the mail within the body of a stage carriage, from Fayetteville by Lumberton, Nolands, Barefield's Mills, Port's Ferry, Wiltown, and Georgetown, to Charleston, and from Charleston, by the same route, to Fayetteville, three times a week, from the 1st day of February, 1803, to the 31st day of December, 1807, for which he was to be paid at the rate of five thousand eight hundred dollars a year. And that the mail has been hitherto carried conformable to the contract.

The whole length of the route from Fayetteville to Charleston is estimated at one hundred and ninety miles. It appears that there is considerable travelling between Georgetown and Charleston, and that the fare of the passengers, with one thousand eight hundred and thirty-one dollars a year, (the proportional part of five thousand eight hundred dollars) supports the establishment for that part of the route, which is sixty miles.

On the remainder of the route, Fayetteville to Georgetown, eight teams, of five horses each, are employed, which, from the best estimate that can be made, occasion an annual expense of twelve thousand eight hundred dollars.

And that the passengers average only one each stage, whose fare for a year is estimated at

	\$3,200
The proportional part of the contract pay is	3,969
	<u>7,169</u>

Hence there appears to be an annual loss of

\$5,631

The memorialist is of opinion that, with four thousand two hundred dollars a year additional, he could support the establishment, on the supposition that, if the line was put into proper order, there would be an increase of passengers, and it appears that, without that addition, it will be impossible for him to continue it, his funds being exhausted.

Lines of stages for the conveyance of the mail and passengers are now in operation through the whole route from Wiscasset, in Maine, to Saint Mary's, in Georgia, and are evidently of much use to the public as well as to this Department: and it would seem that the chain ought not to be broken for one hundred and thirty miles, through want of the sum stated. But as that sum would make the contract pay much greater than has hitherto been given for carrying the mail, the Postmaster General does not feel himself warranted in making it without the direction of Congress.

Previous to the establishment of this line of stages, the mail was carried, between Fayetteville and Charleston, in sulkeys and on led horses, by a circuitous route, and was often interrupted by the impassability of water courses. On this route it has been conveyed dry, within the body of the stage, and with great regularity.

It appears that it would be improper to release the memorialist from his contract, for another line of stages has been erected from Petersburg to Fayetteville, at great expense to the contractors, on the assurance that this contract had been made, and a reliance that it would be kept up. If this contract should be relinquished, it is not probable that another could be obtained on as good terms as this, with the addition required. If the stage should be wholly discontinued it would ruin the proprietors on the other line.

The Postmaster General is therefore of opinion that an additional allowance of four thousand two hundred dollars should be granted to the memorialist for the current year, and in that proportion for the remainder of his contract, deducting therefrom whatever may be received for stage fare between Fayetteville and Georgetown, over four thousand six hundred and thirty-one dollars a year, of which he ought to render proper accounts.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

The Hon. NATHANIEL MACON,

Speaker of the House of Representatives of the United States.

8th CONGRESS.]

No. 16.

[2d Session.]

MAIL ROAD FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 1, 1805.

To the House of Representatives of the United States:

For some weeks past I have had reason to expect, by every mail from New Orleans, information which would have fully met the views of the House of Representatives, expressed in their resolution of December 31, on the subject of a post road from the City of Washington to New Orleans; but this being not yet received, I think it my duty, without further delay, to communicate to the House the information I possess, however imperfect.

Isaac Briggs, one of the surveyors general of the United States, being about to return in July last to his station at Natchez, and apprised of the anxiety existing to have a practicable road explored for forwarding the mail to New Orleans, without crossing the mountains, offered his services voluntarily to return by the route contemplated, taking, as he should go, such observations of longitude and latitude as should enable him to delineate it exactly, and, by protraction, to show of what shortenings it would admit. The offer was accepted, and he was furnished with an accurate sextant for his observations. The route proposed was from Washington, by Fredericksburg, Cartersville, Lower Sauratown, Salisbury, Franklin Court House, in Georgia, Tuckaubatchee, Fort Stoddert, and the mouth of Pearl river, to New Orleans. It is believed he followed this route generally, deviating at times only for special purposes, and returning again into it. His letters, herewith communicated, will show his opinion to have been, after completing his journey, that the practicable distance between Washington and New Orleans will be a little over one thousand miles. He expected to forward his map and special report, within one week from the date of his last letter; but a letter of December 10, from another person, informs me he had been unwell, but would forward them within a week from that time. So soon as they shall be received, they shall be communicated to the House of Representatives.

TH: JEFFERSON.

February 1, 1805.

Col. Hawkins's Establishment, about two miles South of Tallapoosa river,
and five miles S. S. W. of the south easternmost bend of the river, 2d of the 10th month, 1804.

MY DEAR FRIEND:

No doubt it is matter of surprise that we proceed so slowly; indeed, when I undertook this journey, and the astronomical survey, I had no adequate anticipation of the difficulties, fatigues, and even dangers, through which we have so far struggled. They principally arise from the inauspicious season of the year in which we have made the attempt. Had I been gifted with foreknowledge, I think it would have put to the proof all my patriotism to have undertaken so arduous a task. Health, however, has been mercifully afforded to us, and I am induced to think that we can encounter difficulties with tolerable courage. We are disposed, with true French vivacity, to cry vive la république, and press forward.

I find, in making astronomical observations on my journey, an assistant absolutely necessary; without one of some intelligence the requisite degree of accuracy would be impracticable. I am therefore glad that I brought Thomas Robertson with me; his faithfulness, I hope, will be remembered and rewarded.

On the 2d ultimo I wrote to thee from Clarksborough, in Georgia, from whence we proceeded to General Meriwether's for information; whose kindness merits our warmest acknowledgment, in furnishing us with much useful information, a packhorse, and provisions for our journey, as far as Colonel Hawkins's, on Flint river. These preparations necessarily delayed us four days. On the 6th we departed from General Meriwether's, and after wandering many miles astray in the wilderness, we arrived on the 8th at the store of an Indian trader, about thirty-one miles from General Meriwether's. Here we were delayed two days by severe and stormy weather; sometimes the ear could scarcely distinguish an interval between the sound of one falling tree and that of another. Having made many fruitless efforts to procure a guide to Colonel Hawkins's, on the 10th we proceeded without one. From thence to Colonel Hawkins's, (a distance of about sixty miles) we travelled or rather wandered at least one hundred and twelve miles, frequently climbing over precipices, wandering through swamps, and crossing the deep and difficult water courses, many miles without a path, our horses greatly incommoded and fatigued by sensitive briers and other vines. Our provisions were soon wet and spoiled, and we were in danger of starving, not having seen a human face except each other's, for more than four days; on the 15th we arrived at Colonel Hawkins's, on Flint river.

From Colonel Hawkins we received the most polite and friendly treatment, and every assistance in his power. He informed us that, had we made the attempt sooner in the season, it would have been impossible for us to have passed through, for the scarcity of provisions has been such that the nation has been almost in a state of famine—and that the large horse flies would have destroyed our horses; having actually killed many.

The Colonel having furnished us with a packhorse, provisions, and a guide, on the 20th we proceeded, and on the 27th we arrived here, (one hundred and twenty miles) after a journey the most laborious, both to ourselves and our horses. There having fallen a very heavy rain after we left Flint river, we found the rivers, creeks, and low ground, so full of water, so rapid, and so entangled with vines, as to threaten almost a certainty of drowning our horses, if not ourselves, should we attempt to cross before the waters had subsided, so that we could see by the bushes the course of the path. Our horses swam the Chattahoochee river from shore to shore, and six creeks between that and this place. In short, we arrived here much fatigued.

I had an idea that I could pass through this country without a path or a guide, but when I mentioned it on the frontiers of Georgia, it was scouted and laughed at, and I am now firmly of opinion that, in this way, it would be at least

a *four months'* passage from Georgia to New Orleans. I have at this place seen two of the principal chiefs of the nation, Oche Hajo, and Esau Hajo; they appear to be very friendly, and well disposed towards the United States. They have taken me by the hand, and offered me full protection, and every accommodation in their power. To Oche Hajo, whom I believe to be a man of intelligence and integrity, I mentioned the subject of the road through their nation, and he expressed a full concurrence with me in the opinion, that the facility of intercourse which such a road would occasion, would be highly beneficial to the red people as well as to the white.

I have made some very satisfactory astronomical observations at this place and at Flint river. For the longitude of this place I have a mean of eight sets, and for that of Flint river of four sets, of lunar observations, carefully made in favorable circumstances; for that of Franklin C. H. a mean of three sets, snatched in the intervals between flying clouds, but pretty good. The latitude of all those places, and many others, well ascertained.

Finding from unexpected and insurmountable delays, that my report will be unavoidably much later in coming to thy hands than I contemplated, I am anxious to employ every moment of my time, when I am not on horseback, taking refreshment, or with the instrument in my hands, in *calculating* the observations, that I may have the less to do after I shall have arrived at New Orleans.

Accept assurances, &c. &c.

ISAAC BRIGGS.

P. S. 3d, in the morning, we are just about to mount our horses, and expect to be at Fort Stoddert in six or seven days.

PRESIDENT of the United States.

NEW ORLEANS, 26th of the 11th month, 1804.

MY DEAR FRIEND:

I am just arrived here, in safety and good health, after a journey, the unavoidable delays, embarrassments, and fatigues of which, I had no anticipation.

I wrote to thee on the 2d of the 10th month, from the south easternmost projection of Tallapoosa river, which I call Point Comfort. Next morning (3d) we left Point Comfort, and proceeding on the southeast side of Alabama river, nearly parallel with its course, we arrived, on the 9th, at the house of Nathaniel Christmas, on the west side of the Tombigbee river, about two miles above its confluence with Alabama. At this place I received certain intelligence that the yellow fever at this time raged in New Orleans with uncommon violence, and was peculiarly fatal to visitants from other places: so that I deemed it prudent to delay my entrance into that city until a change in the weather, and future intelligence, should offer me some prospect of safety. I had also, on the very day of my arrival here, another visit from my old acquaintance the autumnal intermittent fever. For these reasons I remained on Tombigbee three weeks, industriously employing all the time my indisposition allowed me, in calculating the geographical position of places on my route. Although my arrival in New Orleans has been several weeks later, my report on the post road will not be one day delayed by my remaining on Tombigbee.

On the 29th ultimo we left Tombigbee, passing through the town of Mobile; we crossed Pascagoula river near its mouth, passed round the bays of Biloxi and St. Louis, to Pearl river, about ten miles above its mouth. From thence we passed down Pearl river, through the rigolets and lake to New Orleans. On this part of our route, (a distance of about two hundred miles) we were twenty-five days. To give some idea of the difficulties we have encountered, besides the insurmountable delays of transporting our horses over rivers several miles wide, where there are no ferries, I will mention the progress we made in one fatiguing, industrious, and laborious day's travelling, when, entangled among impassable and boggy drains, which are very frequent, and of considerable length, we encamped at night about three miles from our encampment on the preceding night. Yet these obstacles might be easily overcome by a little labor, and a road, in my opinion, may be made on the route which we have contemplated, with much less expense, and far superior to the best gravelled turnpike in the Middle States. The practicable distance from the city of Washington to this place, will be very little more than one thousand miles.

By next mail I expect to send on a full report, with a map, and then proceed immediately to the Mississippi territory.

Accept assurances, &c.

ISAAC BRIGGS.

The PRESIDENT of the United States.

CLARKSBOROUGH, IN GEORGIA, 2d of the 9th month, 1804.

MY DEAR FRIEND:

Attending to the necessary observations, under the frequent interruption of clouds, keeping a regular series of notes, and the rest absolutely requisite to repair the fatigues of travelling in weather so extremely hot as we have had it, have prevented us from making a more rapid progress on our journey, and have compelled me to be a much less attentive correspondent than I expected, or intended to have been.

By our reckoning, Franklin Court House is five hundred and sixty-seven miles from the city of Washington, and the arch of a great circle from thence to New Orleans, about four hundred and seventy-five miles.

In order to obtain some important information from General Meriwether respecting our route, we are here about twenty miles to the left of our course.

In consequence of the labor of making astronomical observations, and of the hot weather, I have found this, I think, both to body and mind, the most fatiguing journey I ever undertook. However, if I shall be so fortunate as to give satisfaction to my friend the President, it will be a rich reward.

Accept assurances, &c.

ISAAC BRIGGS.

The PRESIDENT of the United States.

8th CONGRESS.]

No. 17.

[2d Session.]

MAIL ROAD FROM WASHINGTON TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 23, 1805.

To the House of Representatives of the United States:

In further compliance with the desire of the House of Representatives, expressed in their resolution of December 31, I now transmit the report and map of Isaac Briggs, referred to in my message of the first instant, and received by the last post from New Orleans.

TH: JEFFERSON.

FEBRUARY 23, 1805.

NEW ORLEANS, 22d of the 12th month, 1804.

MY DEAR FRIEND:

Although still in a state of convalescence, and but just able to attend to business a few minutes at a time, I am fortunate enough to have finished a map of my route from the city of Washington, to this place. I send it in a tin case by the same mail with this letter. Several weeks ago it wanted but the labor of a few hours of health to complete it. Having written to thee (on the 26th of last month) immediately on my arrival here, promising to send my report and map by the next ensuing mail, I applied myself with assiduity to the work. But early in the progress of it, I experienced an attack of sickness perhaps the most severe in the course of my life—I was brought to the very verge of death. My anxiety, however, to finish my report in season, induced me to apply to it at intervals during my sickness; which was probably prolonged and rendered worse by that exertion.

The length of time employed in my journey, (almost four months) so very far beyond what I contemplated, will, I fear, naturally excite surprise that I have ascertained the geographical position of so few places as I have done. This idea, added to the deep anxiety which has ever filled my mind, not only to do my duty faithfully, but to give satisfaction, makes me extremely solicitous that the embarrassments which retarded my progress should be understood, and I am apprehensive, renders me prolix. Many causes of delay have had their full effect, notwithstanding my most honest endeavors to prevent it—probably to the injury of my constitution. Some of them have been already detailed in former communications to thee: permit me now to exhibit some of another kind.

When a single celestial object is observed with a large instrument, a small space of clear sky about that object, and for a moment, is sufficient. When two celestial objects are necessary to the same observation (as for the longitude) both must be clearly seen at the same instant, and the chance of disappointment is more than fourfold: their altitudes must be taken as well as their distance, and when all this must be done with one instrument, the serenity of atmosphere must be of some continuance. For taking an altitude on land, an artificial horizon, consisting of a reflecting fluid surface, is necessary; if this surface has not the protection (as mine had not) of a suitable transparent cover, a slight breeze will render the whole observation abortive even in the clearest atmosphere. When the instrument is small (as is that which I used) the operation in all its parts must be many times repeated for the greater certainty of a mean, which renders indispensable the concurrence of all those favorable circumstances for at least an hour. Thus my chances of disappointment were multiplied almost beyond calculation. I was therefore soon reduced to the alternative of relinquishing the idea of ascertaining the position of any but the most important places, or of protracting my report far beyond the proper period. I have frequently sat nearly a whole night, exposed to a heavy dew, and in the day time for hours to a burning sun, in both cases without the protection of my hat, anxiously watching for a momentary interval of a little clear sky and calm atmosphere; and have been often at last disappointed. Considering these and many other exposures to heat, wet, cold, bad provisions, &c. it is a matter of wonder and of gratitude to a merciful God that my health was not sooner destroyed.

Permit me, as the result of my observations, and of the best judgment I can form, to suggest the propriety of establishing, at this time, only the following places as points in the main road, leaving them to be connected hereafter by an actual survey, under the direction of a good judge.

Fredericksburg,
Cartersville,
Danville,
Salisbury, in North Carolina.
Athens, in Georgia.

} In Virginia.

Point Comfort, southeasternmost projection of Tallapoosa river, (Creek nation.)
Mobile river, just below the confluence of Alabama and Tombigbee.
New Orleans.

The bearings and distances of the undernamed places, according to my observations, are as follows: they are strictly calculated on the principles of spherical trigonometry—each respective distance is the length, in British statute miles, of the arch of a great circle of the earth, (or what is commonly called a horizontal air-line) terminating in each place. The bearings are the angles of this arch, with a true meridian at each of its extremities.

				Distance.	
From Washington, New Orleans bears	-	-	-	S. 54° 13' 47" W.	965.0 miles.
" New Orleans, Washington bears	-	-	-	N. 46 48 15 E.	
" Washington, Fredericksburg bears	-	-	-	S. 19 32 29 W.	49.1
" Fredericksburg, Washington bears	-	-	-	N. 19 11 28 E.	
" Fredericksburg, Salisbury bears,	-	-	-	S. 50 39 17 W.	268.6
" Salisbury, Fredericksburg bears	-	-	-	N. 48 26 4 E.	
" Salisbury, Franklin Court House bears	-	-	-	S. 58 41 12 W.	179.6
" Franklin Court House, Salisbury bears	-	-	-	N. 57 10 7 E.	
" Franklin Court House, Point Comfort bears	-	-	-	S. 46 54 30 W.	196.2
" Point Comfort, Franklin Court House bears	-	-	-	N. 45 33 26 E.	
" Point Comfort, M. of Alabama bears	-	-	-	S. 52 39 39 W.	143.4
" M. of Alabama, Point Comfort bears	-	-	-	N. 51 38 51 E.	
" M. of Alabama, New Orleans bears	-	-	-	S. 56 31 47 W.	142.6
" New Orleans, M. of Alabama bears	-	-	-	N. 55 31 12 E.	

Whole distance, - - - 979.5 miles.

Latitudes and Longitudes, assuming the President's House as the zero of Longitude.

	Latitude.	Longitude.
Washington, - - - - -	38° 53' 00"	0° 00' 00"
Fredericksburg, - - - - -	38 12 43	0 18 00
Salisbury, - - - - -	35 41 43	4 00 00
Franklin Court House, - - - - -	34 21 12	6 41 20
Clarksborough, - - - - -	33 57 30	0 00 00
Hawkins's, on Flint river, - - - - -	32 39 00	7 25 11
Point Comfort, on Tallapoosa, - - - - -	32 23 19	9 8 38
Mouth of Alabama, - - - - -	31 6 57	11 4 48
New Orleans, - - - - -	29 57 45	13 3 30

Of the ground on which the road at present passes from Washington, through Fredericksburg, Cartersville, Danville, &c. to Salisbury, in North Carolina, it will not be necessary for me to say much, as I presume it is well known by several gentlemen in Congress. I shall, therefore, only refer to portions of it, by way of comparison, to explain my idea of those parts of the route which may be less known.

If I may judge by the ground over which I travelled from Columbia, at the Point of Fork, to Cumberland Court House, I think it will not do to cross James river higher than Cartersville—by doing so, a greater distance, in my opinion, must be encountered in meandering to avoid hills, than in the small and regular deflexion from the general course, occasioned by crossing at Cartersville. This deflexion will make the distance somewhat greater than I have given it from Fredericksburg to Salisbury; but by passing through Athens, instead of by Franklin Court House, the distance from Salisbury to Point Comfort will be somewhat less; so as to make the whole distance nearly as stated.

Athens is the seat of the university of Georgia. A straight road from Salisbury to this place, will, from the best information I could obtain, pass over better ground than from Salisbury to Franklin Court House, which is somewhat

hilly. By Athens, the road will be not much inferior to that from Fredericksburg to Salisbury, and far superior to that from Washington to Fredericksburg, which is much the worst part of the whole route.

From Athens to Point Comfort the road will pass nearly on the track on which General Meriwether travelled from Tuckabatchee to his own habitation. To him, therefore, I refer for information respecting this part of the route.

From Point Comfort to Mobile river is (excepting a few swamps of no very great extent, which must be causewayed) a fine, high, level, sandy ridge. From Mobile river to New Orleans is nearly a perfect level; the soil is, almost without exception, a sandy loam, which receives, when moderately moist, by treading or beating, a degree of firmness nearly equal to a brick.

Perhaps thirty or forty miles of this part of the route must be thrown into a ridge several feet higher than the common surface; and after this ridge is made, a constant attention to all parts of it will be necessary, for several years, to maintain its regular convexity against accidental indentures; and then it would, in my opinion, acquire a firmness which would render it impenetrable by the heaviest rains: for they would instantly roll off. The necessity of this expense is not peculiar to the proposed road: for it is impossible to arrive at New Orleans by a good road: in any direction: without an equal expense.

A survey, from New Orleans to the mouth of Alabama, appears to me indispensable, in order to find the best ground, the best crossings of rivers, with the least augmentation of distance. Notwithstanding a survey of this part strikes me as of primary importance, because least known, yet I wish not to be understood as relinquishing my belief of the expediency of a survey of the whole route.

When it is considered that the small distance from Ocoquan to Fredericksburg is by much the most uneven ground, and that, except a few small parts, all the remainder of this route is equal to the proverbial good road from Cartersville to Salisbury, I think it must be granted that few, if any, other parts of the world admit of a road equally good and equally direct, for so small an expense.

The whole distance, in air measure, as already stated, is, in whole numbers, nine hundred and eighty miles. Considering the uncommon evenness of surface, I think five per cent. will be an ample allowance for the actual road, which will make it one thousand and twenty-nine miles.

I can vouch for the accuracy of the accompanying map in the vicinity only of the path which I travelled; it is a dotted line, and painted yellow. The black line is the proposed road. The direct air line from Washington to New Orleans is also dotted, and is made the basis of the projection. The county of Washington, in the Mississippi Territory, is laid down from actual survey. All other parts are laid down from the best maps and documents I could procure.

I am distressed that I have not been able to write to the Secretary of the Treasury before now. As soon as I am able to ride, I will leave this place for the Mississippi Territory, when I will immediately write to him, if want of health should not render it impossible. In the mean time, I see no way in which the survey of the United States' land can be done by an honest man, who values his own reputation and the good of his country, unless Congress will consent to allow a compensation to deputies, which may, in certain cases, be extended to at least eight dollars per mile.

I will, hereafter, send an account of my expenses; at present it must give place to matters of more importance. With the utmost economy, it amounts to more than three hundred dollars for myself and companion.

Accept assurances of my esteem and affectionate wishes for thy happiness.

THOMAS JEFFERSON, *President of the United States.*

ISAAC BRIGGS.

9th CONGRESS.]

No. 18.

[1st Session.]

CLAIM OF A MAIL CONTRACTOR FOR ADDITIONAL ALLOWANCE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 3, 1806.

The Postmaster General, in obedience to the order of the House of Representatives, passed on the 28th day of February last, on the petition of Henry Weist, of Baltimore county, Maryland, respectfully reports:

That the said Henry Weist did transport the mail of the United States from the city of Baltimore to Carlisle, from the 1st day of October, 1803, to the 1st day of October, 1804, and that he hath received no pecuniary consideration therefor: and he further reports that, for the year next preceding the 1st of October, 1803, the said Weist, and one Henry Clapsaddle, were joint contractors for the transportation of the mail between the same places; during which year, a misunderstanding arose between said partners, which terminated in an irreconcilable disagreement; that, on the 1st day of July, 1803, the said route being then to be let, from October 1st, 1803, to October 1st, 1804, the said Clapsaddle and Weist personally attended at the General Post Office, and all endeavors by the Postmaster General and others to terminate their differences being rendered fruitless by the passions of the parties, the Postmaster General declared that he considered them both good contractors, and that that one should have the contract who would perform the service on the best terms for the United States: whereupon, the said Clapsaddle offered to perform the service for fifty dollars per annum, and the said Weist offered to perform the same service for the benefit that would accrue to him from being entrusted with the carriage of the mail; and thereupon the Postmaster General decided that the said Weist was entitled to the contract, upon which, the said Weist entered into covenant and bond with the General Post Office to convey the said mail for the term of one year, "for and in consideration of the benefit that will accrue to said Weist from said mail," as will appear by his original covenant and bond, now in the General Post Office.

Upon this statement of facts, it is the opinion of the Postmaster General that the said Henry Weist is not entitled to any pecuniary compensation for said service, and that his petition ought not to be granted. All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

GENERAL POST OFFICE, *March 3d, 1806.*

OBSTRUCTIONS TO THE TRANSMISSION OF THE MAIL FROM ATHENS, IN GEORGIA, TO NEW ORLEANS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 21, 1806.

The Postmaster General, in compliance with a resolution of the House of Representatives, of the 17th inst. relative to the post route between Athens, in Georgia, and New Orleans, respectfully reports:

That, from the best information obtained, it appears that the first part of this route, from the high shoals of Appalachy to Coweta, being one hundred and thirty miles, is through a level country, generally covered with a thick growth of timber. The path has never been cleared, and is greatly obstructed by fallen trees. There are also twenty-one creeks to be passed, which are too deep to ride in time of freshes; all of them are so narrow that a tree may be fallen across, so as to enable the post rider to take the mail over on his back, and to swim his horse on the lower side of the tree. This part of the route ought to be surveyed and marked out, and cleared of underbrush, and fallen trees, four feet wide. It would be rather an injury than advantage to clear wider than is necessary for a single horse, as it has been found to encourage a thick growth of brush.

Second. From Coweta to Fort Stoddert, a distance of two hundred and fifty miles, the woods are much thinner, and the road is but little obstructed with water courses, although there are some places which require clearing.

Third. From Fort Stoddert to New Orleans, a distance of two hundred and twenty miles. On this part of the route the most material obstructions are found, of which the following is the detail:

First. From Fort Stoddert to Dog river, twenty-five miles.

This river is forty feet wide, and is too deep to ride whenever there is a considerable rain. Two logs may be laid across it, so as to enable the rider to cross with the mail on his back, and swim his horse alongside. There is a swamp of a quarter of a mile in width here, which requires causewaying.

Second. From Dog river to Pascagoula river, thirty-five miles.

This river is two hundred and fifty yards wide. A family lives here, and keeps a canoe, in which the rider, with the mail, is crossed, the horse swimming alongside of the canoe. There is a swamp here, five miles wide, which must be causewayed.

Third. From Pascagoula river to Lucer river, nineteen miles.

This river is thirty yards wide. No swamp. A canoe must be kept here for crossing the rider and the mail.

Fourth. From Lucer river to Houma river, ten miles.

This river is also thirty yards wide, and must be crossed in a canoe. There is no swamp.

Fifth. From Houma river to St. Peter's creek, twenty miles.

This creek is only five yards wide, but the banks are high, and it is sometimes too deep to ride. A log ought to be thrown across this creek.

Sixth. From St. Peter's creek to Hammock river, fifteen miles.

This river is thirty yards wide, generally fordable. Logs ought to be thrown across to enable the rider to cross at high water.

Seventh. From Hammock river to Log creek, eight miles.

The land on this creek is very low, and is overflowed for nearly a mile in width in time of freshets.

Eighth. From Log creek to Wolf river, twelve miles.

This river is ten yards wide, and very rapid. A log ought to be thrown across to enable the rider to pass when the river is swelled by freshets. The banks are very high. Nearly one-third of the distance between Log creek and Wolf river is swampy.

Ninth. From Wolf river to Catahola river, twelve miles.

This river is twenty-five yards wide, and must generally be crossed in a canoe.

Tenth. From Catahola river to Pearl river, twelve miles.

Favre's farm. This land is all low from Catahola to Pearl river, and nearly one-half swampy, and requires causewaying.

Eleventh. From Pearl river to New Orleans, fifty-three miles.

The mail is conveyed from Favre's farm to New Orleans by water.

Wherever causewaying is necessary there is plenty of timber for the purpose, and there will be no expense for hauling. Where the places to be causewayed do not overflow, which is about nine miles, it will be sufficient to lay logs five feet in length across the path, but where the land is liable to be overflowed, the logs must be held down by logs laid upon the ends of the cross logs, and these secured by stakes driven into the ground.

It is not possible to make an accurate estimate of the expense, from any data in this office. The following estimate has, however, been made from the information of the post rider who has often travelled the route, which it is hoped will not prove far from the real expense.

First. From the High Shoals to Coweta.

For clearing the road of brush, four feet wide, and cutting away the trees which have fallen across the path, allowing four laborers, one man to supply provisions and direct the laborers, and one horse: the men at one dollar and a quarter a day, and the horse at three-quarters of a dollar, equal seven dollars a day. It is supposed that such a party may, on the average, clear four miles in a day. The expense for one hundred and thirty miles would amount to, say

For laying logs across twenty one creeks, supposed to take the same hands ten days,	-	-	-	-	\$230
For surveying and marking out the road,	-	-	-	-	70
					200

\$500

Second. From Coweta to Fort Stoddert.

The expense is estimated at	-	-	-	-	-	400
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Third. From Fort Stoddert to Pearl river.

Surveying and marking out the road,	-	-	-	-	-	\$200
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Causewaying nine miles by simply laying logs of five feet in length across the road, at seventy-five cents a perch,	-	-	-	-	-	2,160
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Causewaying seven and a quarter miles, where the land is subject to overflow, at one dollar and a quarter per perch,	-	-	-	-	-	2,900
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Throwing logs across four streams, at \$10	-	-	-	-	-	40
--	---	---	---	---	---	----

On this part of the route the country is very open, and two hundred dollars is considered sufficient to cover the expense of clearing away the underbrush,	-	-	-	-	-	200
--	---	---	---	---	---	-----

5,500

\$6,400

In the above estimate, allowance is made for sixteen and a quarter miles of swamp, which is the estimated quantity as the road now runs. The path is very crooked, winding about to avoid gullies and miry places. The distance from Fort Stoddert to Pearl river, on the present road, is one hundred and sixty-eight miles, and but one hundred and ten miles in a straight line; and it is believed that the distance may be reduced to nearly a straight line, causewaying being undertaken.

The distance from the city of Washington, via Athens, on the present route, according to the latest information, is one thousand one hundred and eighty-two miles. Thirty miles may probably be saved by surveying and causewaying the road. The actual travel will then be one thousand one hundred and fifty-two miles, and the distance between the same cities, via Nashville, is one thousand four hundred and seventy-two miles.

All which is respectfully submitted.

GENERAL POST OFFICE, *March 20th*, 1806.

GIDEON GRANGER, *Postmaster General*.

9th CONGRESS.]

No. 20.

[1st Session.]

INQUIRY INTO THE CONDUCT OF THE POSTMASTER GENERAL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 17, 1806.

Mr. CLARK made the following report:

The committee, who were appointed on the 21st of March, 1806, to inquire into the conduct of Gideon Granger, Postmaster General of the United States, and report whether, in their opinion, the said Gideon Granger hath so acted, in his capacity as Postmaster General, as to require the interposition of the constitutional powers of this House, submit the following report:

That the committee, without loss of time, engaged in the duties assigned them, and have made some progress therein. It was the sincere desire of the committee that the inquiry should be concluded during the present session, as well as the wish of the Postmaster General; but, from the distance and dispersed situation of the witnesses, whose testimony was deemed necessary, and the approaching close of the session, it is found impracticable. While the committee regret the situation of a public officer, laboring under the suspicious appearance of a constitutional scrutiny into his conduct, yet, in a government like ours, where watchfulness of men in office is the surest guarantee of the preservation of the liberty of the people, the public functionaries must yield their feelings to the general benefit, and endure a temporary inconvenience as an honorable sacrifice to the freedom of our institutions.

That a hasty and premature result is less to be desired on the part of an officer, supported by a consciousness of the integrity of his conduct, than the suspension of an inquiry that may terminate in a satisfactory refutation of charges, which, on the part of the accused, are affirmed to be without foundation, the committee have no hesitation in believing.

Justice to the public, as well as to the individual, requires a thorough investigation, which is found to be impossible before the final adjournment. The committee, therefore, recommend a postponement of the further inquiry until the next session of Congress.

9th CONGRESS.]

No. 21.

[2d Session.]

PROGRESS OF THE POST OFFICE DEPARTMENT FROM MARCH 3, 1793, TO JANUARY 12, 1807.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 19, 1807.

GENERAL POST OFFICE, *January 12*, 1807.

SIR:

Herewith I transmit to you the information required by your communication of the 9th.

With the design of enabling the committee to form some estimate of the labors of the various persons employed in this office, I have likewise transmitted "A view of the progress of the Post Office Department," commencing the third of March, 1793, and ending this day.

I am, sir, with the highest esteem and respect,

G. GRANGER.

HON. JOSEPH B. VARNUM, *Chairman of the Committee on Post Roads*.

GENERAL POST OFFICE, *January 12*, 1807.

SIR:

Yours of the 9th was duly received. The deputy post master's accounts for the last quarter of the year 1806 have not yet been received; and the examination of those for the third quarter has not yet been completed.

A statement, therefore, such as the committee request, cannot be furnished from this office, to a later period than July 1, 1806.

The following will show the expenditure and nett proceeds of the Post Office Department, for one year, from July 1, 1805, to July 1, 1806, viz:

		Amount of balances on Post masters' accounts.	Expense of transportation of the mail.	Incidental expenses of the General Post Office.	Nett proceeds of the Post Office Department.
From July 1, to October 1, 1805,	- -	\$76,329 26	\$56,180 79	\$367 52	\$19,780 95
From October 1, to December 31, do.	- -	73,941 89	61,596 29	3,029 07	9,316 53
From January 1, to April 1, 1806,	- -	73,146 54	69,929 45	2,226 75	990 34
From April 1, to July 1, do.	- -	81,978 64	60,318 69	2,478 73	19,181 22
Total,		305,396 33	\$248,025 22	\$8,102 07	\$49,269 04

The contracts for the roads, established at the last session, commenced the first of October, 1806. They are not, therefore, included in the above.

I have the honor to be, sir, with great respect and esteem, your obedient servant.

GIDEON GRANGER.

JOSEPH B. VARNUM, Esquire.

A view of the progress of the Post Office Department.

The several periods referred to.	Number of Post Offices.	Length of the Post Roads.	Weekly transportation of the mail in carriages, furnished for the accommodation of travellers.	Weekly transportation of the mail in sulkeys and on horseback.	Amount of the weekly transportation of the mails.	Amount of the yearly transportation of the mails.
		<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>
March 3, 1793,* -	195	5,624	8,567	7,662	16,329	845,468
March 3, 1797, -	539	14,326	14,902	19,708	34,610	1,799,730
March 3, 1801,† -	957	21,840	24,490	34,380	58,870	3,057,964
January 24, 1803, -	1,283	24,458	30,173	37,228	67,400	3,504,500
January, 1807,‡ -	1,848	31,616	41,528	45,000	86,528	4,499,456

GIDEON GRANGER, *Postmaster General.*GENERAL POST OFFICE, *January 12, 1807.*

*Since the 24th January, 1803, the convenience, utility, and security of mail coaches have been extended in different parts of the United States, over post roads to the distance of three thousand and eighty-five miles, where they never had been contemplated previous to that period.

†Since the 3d of March, 1801, the post roads have increased 44½ per cent. The establishment of mail coaches has been increased 69½ per cent. The daily transportation of the mail by stages has increased two thousand four hundred and twenty-seven miles, and the whole daily transportation of the mail has increased three thousand nine hundred and fifty miles.

‡Of which distance it is carried in stages, 2,159,456 miles,
and on horseback, or in sulkeys, - 2,340,000 do.
4,499,456 do.

Which proves that the daily progress of the mail exceeds twelve thousand three hundred and twenty-seven miles each day in the year.

NOTE.—For a view of the Post Office Department, for preceding and subsequent years, see Nos. 10 and 24.

11th CONGRESS.]

No. 22.

[2d Session.

REVISION OF THE POST OFFICE LAWS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 22, 1810.

To the Honorable the House of Representatives of the United States of America, in Congress assembled, the Postmaster General reports:

That, in obedience to the resolution of the 28th of June last, he herewith transmits a bill for an act, entitled "An act regulating the Post Office establishment," which he has caused to be printed with marginal notes, referring to the various statutes from which he has compiled the same; and, to render more clear what he proposes as additions and amendments to the existing laws, the former are printed in smaller type, and the latter in italics; but the 39th section of the bill ought not to have been in small type, and the italics in the 25th section were unnecessary.

The following contrast will still further lessen the labor of investigation, and give a clear view of the differences between the existing laws and the provisions of the bill. The law authorizes the appointment of one assistant Postmaster General: the bill authorizes the appointment of two, and invests the power of the Postmaster General, in case of a vacancy in that office, in the senior assistant. The law vests no power in the Postmaster General to appoint agents with the right to frank: the bill gives him this power. The law inflicts a fine, not exceeding ten dollars, on any ferryman who shall wilfully detain the mail half an hour: the bill inflicts the same for a wilful detention of ten minutes. The law directs the Postmaster General to publish for contracts in the States where the routes are: the bill extends the direction to the territories.

By the law of the land, a Postmaster is liable to refund what he may receive over legal postage on a letter, although he receives only what was charged thereon, and in the post bill; by the bill, he is exonerated from this demand, unless the letter be opened in his or his clerk's presence. This will be a safeguard to this office and to the officer; and the rights of the citizen are sufficiently secured, as it is made criminal, knowingly, to demand more than legal postage.

The law compels masters of vessels, on arrival at any port, to deliver to the Postmaster of that port all letters directed to any person in the United States, except, &c.: the bill extends this provision to letters addressed to citizens of the territories. It also inflicts a fine, not exceeding one hundred dollars, on any master who shall neglect to comply with this regulation; thereby securing an obedience to the law in cases where the master is not bound to make entry at the custom house.

The law does not prohibit the setting up and maintaining a stage sleigh, and conveying letters, &c. on or near a post route: the bill cures this defect.

The law inflicts a penalty on any person who shall carry letters in a regular packet boat, or other vessel, from one place to another, between which a regular communication *by water* shall be established: in the bill, the words "by water" are omitted, and the prohibition is extended to and from all places between which there is, or may be, a regular communication established by law. Should water mails become necessary, this office has power to create and establish them.

The agents of this office are not by statute liable to any punishment for stealing or embezzling any contract, covenant, or agreement, for the payment of money, or the delivery of any article or thing, &c. &c.: the bill makes

it penal to steal or embezzle either of these writings, and a similar extension is introduced in the next paragraph in relation to the thefts and embezzlements of any other person. The law inflicts a penalty on any mail carrier who shall desert his mail before he delivers it to the next Post Office; the bill compels him to deliver it at the end of his route, or to a known agent of this office employed in transporting the same. The law, in several instances, enjoins whipping as a necessary part of the punishment; in the bill, it is omitted in every instance. Within the last eight years, it is believed this part of the law has never been executed; to retain it, therefore, is a favor to the offender, by lessening the duration of his confinement, as courts are bound to consider whipping a part of the punishment.

In the 20th section of the bill, the courts are empowered to imprison, in one case, three, and, in another, seven, years; where, by law, they are authorized to inflict thirty stripes and two years' imprisonment.

The law inflicts no punishment for injuring the mail, portmanteaus, or locks; the bill inflicts a fine or imprisonment. The law does not punish aiders or abettors; the bill inflicts on them the same punishment as on the principal offenders.

The law subjects to hard labor all who are sentenced to confinement for stealing, embezzling, or robbing any letter of value, &c. &c.; the bill extends this punishment to those who wilfully destroy the portmanteaus, &c. and to aiders and abettors.

The law vests a discretion in the Postmaster General to demand a quarter's postage upon newspapers in advance; the bill compels him to make this demand.

These additions and alterations, except the first and second, require no further comment.

It is unpleasant to any officer of Government to propose an extension of his powers, but, when he is called by a resolution of Congress to express his opinions as to the advancement of the public interest in the office confided to his care, considerations more important than can result from feelings of delicacy render it his duty to speak without reserve.

From the rapid progress of this establishment, it has become nearly impracticable for the present officers to perform their duties with that promptitude which, from the nature of the service, is essential; and the distance of many parts of the nation from this centre of action renders it impossible, without the aid of known agents, speedily to correct the errors which occasionally will arise.

In 1798, the gross amount of postage was less than two hundred and thirty-three thousand dollars; in 1808, it exceeded four hundred and sixty thousand dollars. When the last general law on this subject was passed, (March, 1799) there were not more than five hundred and fifty Post Offices; now they exceed two thousand. Then there were not sixteen thousand miles of post road; now there are more than thirty-three thousand. Then the mail coaches did not travel over twenty-three thousand miles weekly; now their travel exceeds fifty-one thousand miles. Then the yearly transportation of the mails did not equal two millions of miles; now it equals five millions. Then it required to write from Portland to Savannah, and receive an answer, forty days; now it requires twenty-seven. Then it required thirty-two days between Philadelphia and Lexington, (Kentucky); now it requires sixteen. Then it required forty-four days between Philadelphia and Nashville; now it requires thirty. Then it required, between New York and Canandaigua, twenty days; now twelve. And most, if not all, the other mails, have been expedited proportionably, according to their relative importance.

There were then employed in the General Post Office nine persons; now there are fifteen employed.

He also transmits a bill, entitled "An act to establish post roads," which comprises nearly the whole post roads that are now established by any act of Congress, and all such as, in his opinion, ought to be continued. The roads are exhibited under districts, to facilitate the detection of error; and references to the several connexions are furnished in figures.

In discharging this part of the duty assigned him, he has been influenced, generally, to assume the present state of this establishment by the following considerations:

1st. From the nature of our Government, it becomes a matter of the highest importance to furnish the citizens with full and correct information, and, independent of political considerations, the interests of society will be best promoted, particularly in the interior, by extending to it the facilities of this office. Nor can the seaboard complain, as it puts a profit on all that the interior produces for exportation, and on all it consumes from foreign countries.

2d. The unproductive routes have heretofore been reported, according to law, and have not been discontinued.

3d. The steady increase of postage received from the interior furnishes a reasonable ground to believe that, at a period not very distant, the revenue to be from thence derived will equal the expense of their routes, except the great connecting lines, which are essential to Government. But, although the present condition of the establishment is in general confirmed by the bill, still some few offices will be discontinued, where the expense bears no reasonable proportion to their utility; and, in every instance, by the new roads proposed, greater and more useful facilities are granted to the citizens of the State or territory.

The bill also proposes some new post roads; they may be thus classed:

1. Where the benefit of this establishment can be extended to a considerable portion of citizens without an increase of expenditure.

2. Where there is reason to calculate that the products of the route will equal, or nearly equal, the expenditure it will occasion.

3. Where salt works and other factories have been established, which are of great public convenience and utility.

Where new counties have been formed, and new seats of justice established; and the Postmaster General submits to the consideration of Congress whether it would not have a tendency to facilitate the views of Government, and to lessen the applications to Congress, if the Postmaster General was authorized by law to run a mail from the nearest Post Office to any new seat of justice which hereafter may be established, in case such seat of justice should not be on any existing post road.

The various applications to Congress for post roads have been before this office for consideration. They embrace a great extent of roads, and would require a large additional expenditure, which, at this time, this office is not in a condition to bear. The bill embraces every new road which, in the opinion of the Postmaster General, ought now to be established. If Congress should grant these routes, it may become necessary to increase the postage, or to furnish funds directly from the treasury, or to reduce the number or speed of the mails on the present routes.

It is essentially necessary for this office to be furnished with two additional rooms; and the Postmaster General takes the liberty to remark that the extra compensation allowed to the Postmaster of this city by the act of May, 1802, ought to be continued; and that a striking difference exists between the provision made for this office and that for the other offices, which doubtless has arisen from this consideration: that the labors of most of the other offices have diminished or remained stationary, while in this office they have increased nearly one hundred and fifty per cent. The difference is this: In the other offices, the full amount of the salary of the clerks is estimated in favor of the officers in the general grant, and the fifteen per cent. enables the officer to reward superior merit, and to defray the expenses of any extra services which might become necessary; but, in this office, the fifteen per cent. is a constituent part of the regular salaries of the clerks, and no fund remains subject to the discretion of the Postmaster General, either to defray the expenses of extra services, or to furnish the common evidence of approbation to the gentlemen by him employed, to which evidence it is believed they are as fully entitled as their brethren in any other office.

No law exists by which a witness residing in one district can be compelled to attend any court in another district, in support of any criminal prosecution, or by which the public prosecutor can avail himself of the testimony of such witness. This defect very seriously threatens the interests of this office and of those who, through it, transact their business. There are now two prosecutions pending for robberies of the mail, and no reasonable doubt remains of the guilt of the accused; yet this office, at great expense, has unsuccessfully labored to produce the conviction of the offenders. At present, our principal security is, that this defect is not generally known.

But, as it extends to all other offences, as well as to those against the Post Office laws, the Postmaster General believed it to be improper in him to introduce any provision on the subject in the Post Office bill. He, however, solicits Congress to provide some suitable remedy. All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

11th CONGRESS.]

No. 23.

[2d SESSION.]

CLAIM OF A MAIL CARRIER FOR A DISABILITY CONTRACTED IN THE DISCHARGE OF HIS DUTY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 23, 1810.

The Postmaster General, to whom was referred, by order of the House of Representatives, on the 22d day of December last, the petition of Samuel Gordon, of Schenectady, in the State of New York, respectfully reports:

The petitioner was employed in conveying the mail as a driver of the mail stage, on the 2d of March, 1804, between Albany and Schenectady, when he was overtaken by a violent snow storm, which prevented the passage of the stage, and he took the mail on his back and conveyed it to the Post Office. From the violence of the storm and a cold which it produced, he wholly lost his eye sight, and has become dependent upon public charity.

The petitioner is highly commendable for his exertions, and the unfortunate result is to be regretted. But it does not appear to the Postmaster General that this case is to be distinguished from that of other citizens who have been disabled while engaged in their ordinary pursuits.

The circumstance occurred in a settled country, where there is already provision for the unfortunate poor, and where there is no occasion to encourage persons to enter into the public service with the hope of pensions, in case of disability. The case of Webb, which probably gave rise to this petition, is materially different; by passing through the Indian nations he was exposed to extraordinary hazard from the savageness of their habits, and his wound and disability proceeded from that extraordinary source of injury; his disability also occurred where there was no provision for the poor, and not within any State jurisdiction, and Congress were, of course, the only regular authority to whom he could apply for relief.

The Postmaster General is, therefore, of opinion, that Samuel Gordon ought not to be provided for by Congress.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

GENERAL POST OFFICE, *March 23d, 1810.*

11th CONGRESS.]

No. 24.

[2d SESSION.]

VIEW OF THE POST OFFICE ESTABLISHMENT FROM 1789 TO 1809.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 30, 1810.

The Postmaster General, in obedience to the resolution of the House of Representatives of the 25th instant, respectfully reports the following table, exhibiting a view of this establishment from the commencement of the year 1789, to the 1st of October, 1809, which is substantially correct:

Years.	Number of Post Offices.	Amount of Postage.	Compensation of Postmasters.	Incidental expenses.	Expense of transporting the mail.	Nett revenue of G. P. O. without deducting losses.	Extent in miles of post r'ds.
1789,	75	*	*	*	*	*	
1790,	75	37,934 92	8,197 80	1,861 19	22,081 08	5,794 95	
1791,	89	46,294 43	10,312 28	3,091 79	23,293 10	9,637 29	
1792,	195	67,443 86	16,517 98½	5,281 50	32,731 32	12,913 06	
1793,	209	104,746 67	21,645 96	5,659 73	44,733 88	32,707 10	5,642
1794,	450	128,947 19	27,155 65	9,812 48	53,004 88	38,974 28	11,984
1795,	453	160,629 97	30,272 01	12,261 96	75,359 22	43,726 78	13,207
1796,	468	195,066 88	35,729 59	14,353 21	81,488 66	63,495 42	13,207
1797,	554	213,998 50	47,109 39	13,622 68	89,382 27	63,884 16	16,180
1798,	639	232,977 45	56,035 06	16,035 00	107,014 45	63,892 94	16,180
1799,	677	264,846 17	63,957 75	14,605 22	109,474 76	76,808 44	16,180
1800,	903	280,804 31	69,242 52	16,106 76	128,644 32	66,810 81	20,817
1801,	1025	320,442 40	79,337 74	23,362 81	152,450 01	65,291 84	22,309
1802,	1114	327,044 58	85,586 94	21,657 78	174,670 61	45,129 25	25,315
1803,	1258	351,822 66	93,169 51	24,084 08	205,110 33	29,458 74	25,315
1804,	1405	389,149 64	107,715 71	24,231 29	205,555 24	51,917 40	29,556
1805,	1558	421,373 23	111,551 97	26,179 88	239,635 52	44,005 92	31,076
1806,	1710	446,105 79	119,784 39	32,416 11	269,033 12	33,872 17	33,431
1807,	1848	478,762 71	129,041 16	32,092 64	292,751 29	24,877 62	33,755
1808,	1944	460,564 18	128,653 12	28,676 18	305,499 49		34,035
1809, to Oct. 1.	2012	375,837 46	106,762 41	18,665 35	254,851 42		34,035
Dollars		5,305,093 00	1,347,778 94½	335,057 64	2,866,764 97	772,228 17	
A reduction of revenue took place in consequence of the depression and suspension of commerce; and the expenses of this office for the year 1808, and the three first quarters of 1809, exceeded the amount of postage due the United States, the sum of \$6,706 33, which was defrayed out of the funds arising from previous years.							6,706 33
Nett revenue of the Post Office Establishment, from which the losses sustained are to be deducted,							\$765,521 84

* These blanks are in consequence of the imperfect state of the books, arising from the infancy of the establishment; if the facts are capable of being ascertained, they cannot be filled without great research and labor.

The little time allowed for furnishing this report precludes the idea of perfect accuracy, particularly as it relates to mileage and the number of post offices in operation in the several years. Neither the offices discontinued by order of the Postmaster General, or from other causes, nor the reductions of mileage effected by the arrangements of this office, have been attended to in this report. The increased expenditure beyond the mileage has arisen from the increased number and speed of the mails.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General*.

GENERAL POST OFFICE, *April 29th, 1810.*

11th CONGRESS.]

No. 25.

[3d SESSION.]

THE PURCHASE AND FITTING UP A BUILDING FOR THE ACCOMMODATION OF THE POST OFFICE DEPARTMENT AND PATENT OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 25TH OF JANUARY, 1811.

To the House of Representatives of the United States:

I transmit to the House of Representatives a report from the superintendent of the city, stating the expenditures, under the act of April 28, 1810, for the better accommodation of the General Post Office, and Patent Office, and for other purposes.

January 25, 1811.

JAMES MADISON.

SUPERINTENDENT'S OFFICE, *Washington, January 19, 1811.*

SIR:

In obedience to your direction to lay before you an account of the purchase of the building, and of the expenditure of the moneys, authorized by the act of Congress, passed the 28th of April, 1810, entitled "An act providing for the better accommodation of the General Post Office and Patent Office, and for other purposes," I have the honor to state, that, on the 21st of May, 1810, the building commonly called the Hotel, standing on the square numbered four hundred and thirty, in this city, together with the lots numbered 1, 2, 3, 4, 5, and 14, in said square, containing 26,791½ square feet of ground, were purchased, for and in behalf of the United States, for the sum of ten thousand dollars; and that a deed of conveyance for the same, drawn by the Attorney of the United States for the District of Columbia, (who investigated the title of the grantors) has been duly executed and recorded, and is now filed in this office.

That, since the purchase of said building, there has been expended thereon the sum of three thousand two hundred and sixty-eight dollars and twenty-six cents; and, on the public office west of the President's house, the further sum of one thousand three hundred and sixty dollars and eighty-two cents; leaving unexpended, of the twenty thousand dollars appropriated by the above recited act of Congress, the sum of five thousand three hundred and seventy dollars and ninety-two cents.

I have the honor to be, with great respect, sir, your most obedient servant,

THOMAS MUNROE.

The President of the United States.

11th CONGRESS.]

No. 26.

[3d SESSION.]

REMONSTRANCE AGAINST THE DELIVERY OF LETTERS, PAPERS, AND PACKETS, AT THE POST OFFICES, ON THE SABBATH.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 31, 1811.

The Postmaster General, in obedience to the resolutions* of the House of Representatives of the United States, passed on the 4th and 18th of the present month, respectfully reports:

That, to keep the Government and its agents informed of such events as might be interesting to the nation, with as little delay as possible; to equalize, among the merchants of the several capitals, the chances of receiving commercial information; and to cause the great lines of communication to and from the centre to the various parts of the nation to be kept up with regularity and despatch, and the routes to be performed within the least time practicable; he has caused the mail on many of the most important routes to be transported on the Sabbath, under a belief that it was "a work of necessity."

To guard against any annoyance to the good citizens of the United States, he carefully instructed and directed the agents of this office to pass quietly, without announcing their arrival or departure by the sounding of horns or trumpets, or any other act calculated to call off the attention of the citizens from their devotions; but, until after the passage of the act of the 30th April, 1810, this office never demanded of the Postmasters, on the Sabbath day, the performance of any duties, other than those of taking from the mail portmanteaus the letters destined for delivery at the particular office, and duly forwarding the mail according to the usual course of business. In all previous instances where letters were delivered to the citizens, it had been by the courtesy of the Postmasters, though often with the knowledge, and sometimes on the recommendation, of the Postmaster General. That, under and by virtue

* Referring to him two memorials, from sundry citizens of Philadelphia and New York, substantially similar, the first of which follows this report.

of the 9th section of the act of the 30th of April, 1810, the Postmaster General conceived himself bound to compel the Postmasters to receive letters from, and deliver letters to, the citizens, on the Sabbath day; and in conformity to that act the following instruction was given to the Postmasters, to wit:

"At Post Offices where the mail arrives on Sunday, the office is to be kept open for the delivery of letters, &c. for one hour after the arrival and assorting of the mail; but in case that would interfere with the hours of public worship, then the office is to be kept open for one hour after the usual time of dissolving the meetings for that purpose."

The Postmaster General further remarks, that, from the peculiar phraseology of the 9th section of said act, it is doubted whether he be warranted by law in limiting the right of the citizens to demand their letters to one hour on the Sabbath; and in one instance, in Pennsylvania, an officer has been prosecuted, under the section aforesaid, for refusing to deliver a letter on the Sabbath, not called for within the time prescribed by this office. Although in cases of extreme anxiety or national calamity, it may be proper for Postmasters to open their offices for the reception and delivery of letters on the Sabbath, and particularly to the officers of Government, still it is believed that the good sense of the officers is a sufficient safeguard for the delivery of letters under all such circumstances; and that compelling the Postmasters to attend to the duties of the office on the Sabbath, is on them a hardship, as well as in itself tending to bring into disuse and disrepute the institutions of that holy day.

All which is respectfully submitted.

GIDEON GRANGER, *Postmaster General.*

GENERAL POST OFFICE, January 30, 1811.

To the Honorable the Senate and House of Representatives of the United States, in Congress, the memorial, representation, and petition, of the undersigned citizens, resident in Philadelphia, respectfully represents:

That, ever since the establishment of the Post Office in this city, the Postmaster, conforming to the established laws of the Commonwealth, has, until a short time since, kept the office for the receiving and delivery of letters, shut on the first day of the week, usually called the Lord's day; that as well himself, as the different persons employed in that Department, have hitherto enjoyed the privileges of that day in common with their fellow-citizens.

Your memorialists, however, some few months past, have observed the Post Office open, for the distribution of letters on the said first day of the week; and are told that this measure, which infringes upon the laws of the State of Pennsylvania, is in consequence of a provision in the act passed by your honorable body, on the 25th of April last, and which, by the 9th section thereof, provides "that every Postmaster shall keep an office, at which one or more persons shall attend on every day, on which a mail, or bag, or other packet or parcel of letters shall arrive, by land or water, as well as on other days, at such hours as the Postmaster General shall direct. And it shall be the duty of the Postmaster, at all reasonable hours, on every day of the week, to deliver on demand any letter or packet, &c.

Your memorialists are informed that, under this clause, the Postmasters are compelled to keep the Post Office open on the Lord's day; to the evident infringement of the laws now in force in this State, against the violation thereof.

Your memorialists respectfully call the attention of your honorable body to this subject, even on the ground of utility. For many years the city of Philadelphia has carried on a prosperous and extensive commerce, without violating what they deem it their duty to state to be, both the law of God and of man. Nor can they see any greater impropriety in keeping open the custom-house, the banks, insurance offices, and the stores of merchants, generally, than of the Post Office. For if the reception of letters can be made of any material advantage to our merchants, much more may those useful institutions be made subservient to their purposes.

Your memorialists cannot, in justice to their own feelings, refrain from observing, that the violation of known and universally received precepts, when sanctioned by the most powerful influence in the Union, cannot fail of having a tendency to justify every species of breach of the laws made for the strict observance of the first day of the week, as set apart by the command of God for his more immediate service.

They do, therefore, most respectfully and earnestly petition your honorable body, that the said 9th section of the act, entitled "An act regulating the Post Office establishment," and passed the 25th of April last, may be so amended, as to prohibit the delivery of letters, papers, and packets, on the said first day of the week, commonly called the Lord's day. And your petitioners, as in duty bound, will ever pray.

JAMES P. WILSON, *and others.*

12th CONGRESS.]

No. 27.

[1st Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 3, 1812.

Mr. RHEA made the following report:

The Committee on the Post Office and Post Roads, to whom were referred the petition of the Synod of Presbyters and other citizens of several Christian denominations, residing in the western parts of the United States, and the report of the Postmaster General thereon, have had the same under consideration, and do respectfully report:

That, however desirable it would be to advise the adoption of such regulations, relative to the carrying and opening of the mail, as might meet the views of the venerable Synod of Pittsburg, and the other petitioners, your committee cannot, at this peculiar crisis of the United States, recommend any alterations in the law regulating the Post Office establishment; and do respectfully submit the following resolution:

Resolved, That the petitioners have leave to withdraw their petition.

13th CONGRESS.]

No. 28.

[3d Session.]

CONDITION OF THE DEPARTMENT AFTER THE INCURSION OF THE ENEMY, IN 1814.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, OCTOBER 26, 1814.

GENERAL POST OFFICE, *October 25, 1814.*

SIR:

In compliance with the resolution of the House of Representatives on the subject of information relative to the destruction of official books and papers belonging to the General Post Office, in consequence of the late incursion of the enemy, you are informed that *no* official books or papers were lost, belonging to the Department, in consequence of the late incursion.

I have the honor to be, &c.

R. J. MEIGS, JUN.

The Hon. the SPEAKER of the House of Representatives.

13th CONGRESS.]

No. 29.

[3d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 20, 1815.

Mr. RHEA, from the Committee on the Post Office and Post Roads, to whom were referred sundry petitions and memorials remonstrating against the usage of transporting and opening the mail on the Sabbath, and the report of the Postmaster General relating thereto, reported:

That they have had the same under consideration, and deeming it of great national importance, particularly in time of war, that no delay should attend the transportation of the mail, they deem it inexpedient to interfere with the present arrangement of the Post Office establishment, and, therefore, submit the following resolution:

Resolved, That it is inexpedient to grant the prayer of the petitioners.

GENERAL POST OFFICE, *January 16, 1815.*

SIR:

The Postmaster-General, to whom were referred sundry memorials against the usage of transporting and opening the mails on the Sabbath, has the honor to report the following facts and observations:

The usage of transporting the mails on the Sabbath is coeval with the constitution of the United States, and a prohibition of that usage will be first considered.

The mail passes every day in the week from Portsmouth, N. H. to Savannah, in Georgia, and from Wiscasset, in Maine, to Schoodic Falls, without resting on the Sabbath. And the same practice prevails on the great route from Washington City to Ohio, Kentucky, and the Missouri territory; and from that city to Tennessee, Mississippi territory, and New Orleans; and from Charleston, S. C. to Tennessee and Kentucky; and on several other great chains of communication.

If the mail was not to move on Sunday on the first mentioned route, it would be delayed from three to four days in passing from one extreme of the route to the other. From Washington City to St. Louis, M. T. the mail would be delayed two days; from Washington City to New Orleans the mail would be delayed three days; from New Orleans to Boston it would be delayed from four to five days; and, *generally*, the mails would, on an average, be retarded equal to one-seventh part of the time now employed, if the mails do not move on the Sabbath.

On the smaller cross routes, the transporting of the mail has been avoided on the Sabbath, except when necessary to prevent great delays, and to preserve connexions with different routes.

In relation to *opening* the mails on the Sabbath, it may be noticed that the ninth section of the "Act regulating the Post Office establishment," makes it the duty of the Postmaster to attend to the duties of his office "every day;" on which a mail shall arrive at his office, and at "all reasonable hours" on every day of the week. When a mail is conveyed on the Sabbath, it must be opened and exchanged at the offices which it may reach in the course of the day; this operation, at the smaller offices, occupies not more than ten or twelve minutes: in some of the larger offices it occupies one hour; and, it is believed, does not very greatly interfere with religious exercises, as to the Postmasters themselves.

The practice of "delivering" letters and newspapers on the Sabbath is of recent origin, and directed by the above quoted section, commencing in 1810. Prior to that period, no Postmaster (except the Postmaster at Washington City) was required to deliver letters and newspapers on the Sabbath. The "*reasonable hours*" were to be determined by the Postmaster General, who established the following regulations, now existing: "At Post Offices where the mail arrives on Sunday, the office is to be kept open for the delivery of letters, &c. for *one hour* after the arrival or assorting of the mail; but in cases that would interfere with the hours of public worship, then the office is to be kept open for one hour after the usual time of dissolving the meetings for that purpose." Also, if the mail arrives at an office too late for the delivery of letters on Saturday night, the Postmaster is instructed to deliver them on Sunday morning, at such early hour as not to intrench upon the hours devoted to public religious exercises. If these regulations are not strictly attended to, it must be imputable to the urgency of applicants and the complaisance of Postmasters.

After the preceding statement, it is to be observed that public policy, pure morality, and undefiled religion, combine in favor of a due observance of the Sabbath. *Nevertheless*, a nation owes to itself an exercise of the means adapted to its own preservation, and for the continuance of those very blessings which flow from such observance; and the nation must sometimes operate, by a *few* of its agents, even on the Sabbath; and such operation may, as in time of war, become indispensable; so that the *many* may enjoy an uninterrupted exercise of religion in quietude and in safety. In the present state of the nation, it may be supposed necessary, *daily*, to convey Governmental orders, instructions, and regulations, and to communicate and receive information. If this daily carriage of the mail be, as relates to the safety of the nation, a matter of *necessity*, it also becomes a work of *mercy*. When peace shall arrive, the necessity will greatly diminish, and it will be at all times a pleasure to this Department to prevent any profanation of the Sabbath, as far as it relates to its official duty or its official authority.

The preceding statement of facts and observations are submitted with much respect for the memorialists, and with great deference to yourself and the honorable the House of Representatives.

RETURN J. MEIGS, JUN.

To the Hon. the SPEAKER of the House of Representatives.

13th CONGRESS.]

No. 30.

[3d Session.

SUNDAY MAILS.

COMMUNICATED TO THE SENATE, JANUARY 27, 1815.

Mr. DAGGETT made the following report:

The Committee of the Senate, to whom were referred the petitions of numerous citizens of the States of New Hampshire, Massachusetts, Connecticut, North Carolina, and Ohio, praying the Congress to prohibit the transportation and opening of the mail on the Sabbath, having attended to the duty assigned to them, respectfully report:

That the importance of the subject, and the motives which actuate so large a portion of their fellow-citizens, are duly regarded and appreciated. Was the practice of the transportation of the mail on every day of the week now commenced, and that of opening it on the Sabbath under no regulations, the committee would consider it necessary to make some legislative provision on the subject. The General Government, from its establishment, has pursued a system of causing the mail to be transported on the Sabbath, on the great roads leading through and across the country, while the practice has been avoided on routes of less importance. The public convenience has justified these measures in the view of the Government. In 1810, a law was made, directing "that every Postmaster shall keep an office, in which one or more persons shall attend on every day on which a mail, or bag, or other packet or parcel of letters shall arrive, by land or water, as well as on other days, at such hours as the Postmaster General shall direct, for performing the duties thereof; and it shall be the duty of the Postmaster, at all reasonable hours, on every day of the week, to deliver, on demand, any letter, paper, or packet, to the person entitled to or authorized to receive the same." The committee learn, with pleasure, that the Postmaster General, under this law, has prescribed the following regulation: "At Post Offices where the mail arrives on Sunday, the office is to be kept open for the delivery of letters, &c. for one hour after the arrival and assorting of the mail; but in case that would interfere with the hours of public worship, then the office to be kept open for one hour after the usual time of dissolving the meetings for that purpose." Presuming that the Postmaster General will continue this regulation, and that he will, at all times, guard the Post Offices against improper practices, in respect to the opening the mail and the delivering of letters on the Sabbath; and considering the condition of the country, engaged in war, rendering frequent communication through the whole extent of it absolutely necessary, the committee deem it inexpedient, at this time, to interfere and pass any laws on the subject-matter of the petitions referred, and they, therefore, respectfully submit the following resolution:

Resolved, That, at this time, it is inexpedient to interfere and pass any laws on the subject-matter of the several petitions praying the prohibition of the transportation and opening of the mail on the Sabbath.

13th CONGRESS.]

No. 31.

[3d Session.

NUMBER OF POST OFFICES, AND THE PRODUCE OF POSTAGES FOR SIX MONTHS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1815.

To the Senate of the United States:

I transmit to the Senate a report from the Postmaster General, complying with their resolution of the 15th of December last.

February 28, 1815.

JAMES MADISON.

GENERAL POST OFFICE, February 27, 1815.

The Postmaster General, in compliance with your directions, communicating a resolution of the Senate of the United States, relative to the Post Office establishment, respectfully reports—

That the subsequent pages contain an account of the number of miles of post road in each State; the number of Post Offices; the amount of postages, after paying the expenses of collection for six months, ending June 30, 1814; the expense of transporting the mail for six months, by the contracts now in operation, with the difference or balance of or against each State.

Also a detailed statement of the accounts of the several Post Offices, arranged under the heads of the several States, territories, and districts, for six months, ending June 30, 1814, showing the names of all Post Offices then in operation, from which accounts have been received; the names of the several Postmasters; the amount of postage collected on letters and packets; on newspapers; the compensation for delivering free letters; the commission or letter postage; on newspaper postage; the expenditure for ship letters; for way letters; for contingent articles; and the balance in favor of or against each office.

All which is respectfully submitted.

R. J. MEIGS.

The President of the United States.

Statement of the number of Post Offices in each State, produce of postages, &c. for six months.

STATES, &c.	Number of Post Offices.	Mile Post Road.	Nett amount of postages.	Transportation of the mail.	Balance in favor of United States.	Balance against the U. States.
Columbia, District, - -	3	44	\$3,673 55	\$902 00	\$2,771 55	
Connecticut, - - -	116	1,091	9,526 73	3,170 50	6,356 23	
Delaware, - - -	23	254	2,171 06	1,984 00	187 06	
Georgia, - - -	66	1,784	7,875 28	6,523 50	1,351 78	
Indiana territory, - -	10	609	542 63	987 50	-	\$444 87
Illinois territory, - -	9	388	142 91	1,002 50	-	859 59
Kentucky, - - -	85	2,158	7,626 75	8,642 00	-	1,615 25
Louisiana, - - -	20	1,206	4,480 12	6,268 00	-	1,787 88
Maine, - - -	127	1,080	4,768 72	4,900 00	-	131 28
Maryland, - - -	103	1,422	21,024 43	10,922 00	10,102 43	
Massachusetts, - - -	189	1,934	23,752 57	9,291 00	14,461 57	
Michigan territory, - -	1	66	436 92	525 00	-	88 08
Mississippi territory, -	26	1,571	2,012 39	9,241 00	-	7,228 61
Missouri territory, - -	8	219	515 28	282 50	232 78	
New Hampshire, - - -	100	1,187	3,397 55	2,684 50	713 05	
New Jersey, - - -	101	919	5,689 15	5,412 00	277 15	
New York, - - -	405	3,873	53,182 84	18,674 00	34,508 84	
North Carolina, - - -	165	3,883	6,387 25	16,582 00	-	10,194 75
Ohio, - - -	134	2,778	7,950 63	12,476 00	-	4,525 37
Pennsylvania, - - -	265	4,012	38,736 74	34,185 50	14,551 24	
Rhode Island, - - -	21	269	4,732 57	1,476 50	3,246 07	
South Carolina, - - -	124	2,521	11,497 18	16,558 00	-	5,060 82
Tennessee, - - -	66	2,955	3,212 82	8,736 50	-	5,523 68
Vermont, - - -	118	1,200	3,702 06	3,436 00	266 00	
Virginia, - - -	379	6,002	28,754 40	38,372 50	-	9,618 10

14th CONGRESS.]

No. 32.

[1st Session.]

REDUCTION OF POSTAGE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, BY THE CHAIRMAN OF THE COMMITTEE OF WAYS AND MEANS, JANUARY 2, 1816.

GENERAL POST OFFICE, *December 21, 1815.*

SIR:

I have the honor to state, in reply to your letter of the 18th instant, that the amount of postages vary materially from one quarter to another, when no change has been made in the rate.

The effect which the late addition of fifty per centum on the former rate has had cannot, therefore, be stated with precision. It appears by the statement No. 1, which is annexed, that there is an average increase of postage of 6 15-100 per cent. a year; and, by the statement No. 2, that, for six months, ending June 30, 1814, the gross produce of postages was \$365,443 79, and, therefore, that the gross produce for six months, ending June 30, 1815, without addition to the rate, should be \$387,919, and, by the same statement, that it actually produced \$513,003; then, taking \$331,995 as the principal of five months, it will have produced 37 6-100 nearly per cent. since the addition of fifty per cent. has been in operation. It is believed, however, that the return of peace, which has taken place during the period, the discharge of the army, and the extra impulse which has been given to commerce, would have produced a materially greater postage under the old rates than is estimated; and that the real increase, in consequence of the fifty per centum advance, cannot be more than thirty per cent.

The rates are considered too high, generally; and, from the information which I have received, much pains are taken to avoid postage, by seeking private conveyances.

It appears to me that a new table of rates might be devised, making, on the average, an increase of twenty per cent. on the former rates, which would not appear too high for the object, and would be as productive as the present rates.

I have the honor to be, respectfully, your obedient servant.

R. J. MEIGS, JUN.

Hon. Mr. LOWNDES, *Chairman Committee of Way and Means.*

Statement.—No. 1.

				Increase.
Amount of postages collected in 1805,	-	-	\$421,373 23	\$31,923 59
Amount of postages collected in 1806,	-	-	446,105 79	24,732 56
Amount of postages collected in 1807,	-	-	478,762 71	32,656 92
Amount of postages collected in 1808,	-	-	460,564 18	18,198 53 diminution.
Amount of postages collected in 1809,	-	-	506,633 85	46,069 67
Amount of postages collected in 1810,	-	-	552,366 86	45,733 01
Amount of postages collected in 1811,	-	-	587,246 85	34,879 99
Amount of postages collected in 1812,	-	-	649,551 99	62,305 14
Amount of postages collected in 1813,	-	-	703,154 52	53,600 63
Amount of postages collected in 1814,	-	-	730,370 13	27,217 61
			<u>\$5,536,130 11</u>	<u>\$359,121 12</u>
				18,198 53
				<u>\$340,922 59</u>

As 553,613 : 340,923 :: 100 : 6 15-100.

Statement.—No. 2.

Amount of postages collected, from 1st January to March 31, 1814,	-	\$176,576 71	
Amount of postages collected, from 1st April to June 30, 1814,	-	188,867 08	
			[\$365,443 79
Amount of postages collected, from 1st January to March 31, 1815,	-	223,696 42	
Amount of postages collected, from 1st April to June 30, 1815,*	-	289,307 00	
			513,003 42
Amount of six months, from 1st January to June 30, 1814,	-	\$365,443 79	
Addition of 6 15-100 per cent.,	-	22,474 80	
Amount which should have arisen from 1st Jan. to June 30, 1815, without additional rate,	-	\$387,918 59	
Actual produce,	-	513,003 42	
Increase in consequence of additional rates,	-	\$125,084 83	

Amount from 1st January to March 31, 1815, was \$223,696; which, divided by 4, as 50 per cent. was charged only on two months, gives 55,924; which, taken from 387,919, equal 331,995. Then, as 331,995 : 125,085 : : 100 : 37 6-100.

The Postmasters' accounts are not yet so arranged, that a statement can be exhibited to a later period than the above.

GENERAL POST OFFICE, *January 1, 1816.*

SIR: I have the honor to state, in reply to your letter of the 5th, that my concluding observation may, perhaps, be considered as too hypothetical. The result of the comparison which was made of the produce, under the old rate, and those of the new, showed that the latter produced only one hundred and thirty-seven instead of one hundred and fifty; or, that there were only ten letters now sent, where there should be eleven in ordinary circumstances. But, considering the return of peace, the extraordinary number of letters which must arise from the discharge of the army, the settlement of accounts, and the new occupations of those connected with the army; also the restoration of commerce, and the great increase of commercial enterprises, many more being engaged in it than in ordinary times, or than can be supported by trade in ordinary times, it appeared to me that the postages, instead of the regular increase of fifty per cent., ought to have gone much further, probably to seventy per cent., (say of a tenth, in consequence of disbanding the army, and the like quantity for the increase of commerce.) On this ground it was interred that, where those causes ceased, there would be a great falling off in postages, and that a rate which should be but a moderate advance on the former, would be as productive.

In this respect, the committee will perceive that there is more of inference and conjecture than of precise data. The rates contemplated for letter postage were,

For any distance, not exceeding five miles,	-	-	-	4	cents.
Over five, and not exceeding forty miles,	-	-	-	10	"
Over forty, and not exceeding ninety miles,	-	-	-	12	"
Over ninety, and not exceeding one hundred and fifty miles,	-	-	-	15	"
Over one hundred and fifty, and not exceeding four hundred miles,	-	-	-	20	"
Over four hundred, and not exceeding six hundred miles,	-	-	-	25	"
Over six hundred miles,	-	-	-	30	"

For newspapers—

For any distance, not exceeding two hundred miles,	-	-	-	2	cents.
Over two hundred, and not exceeding five hundred miles,	-	-	-	3	"
Over five hundred miles,	-	-	-	4	"

Monthly and weekly magazines to be rated as newspapers; every eight pages of octavo paper to be rated as one, and also any surplus less than eight pages.

A comparative table of the old, new, and proposed rates, is annexed. The first rate is calculated for places very near each other; the old rate, for such a short distance, was eight cents, and the present is twelve cents; but both rates are so disproportioned to the service, that very few letters have been sent in the mail for the distance; and the present rate, it is believed, will produce many; or, in other words, this rate will afford considerable accommodations, and whatever it produces may be considered as a gain. This affects the communication between Georgetown and Washington city; Philadelphia, Germantown, and Frankfort; Boston, Charlestown, and Cambridge; New York and Brooklyn; with sundry other places contiguous to each other.

It will be observed, that an increase is proposed in the postage of newspapers; this is on the ground, that the old rate is inadequate to the expense of conveyance, and that the proposed rate is still inconsiderable. A weekly paper, carried two hundred miles, will cost only one dollar and four cents a year, and few persons take newspapers from a greater distance. The amount of newspaper postage in 1814 was \$59,149 36; and this increase would produce nearly \$50,000 a year clear revenue, supposing the commission allowed to Postmasters to remain at its present rate.

Very respectfully, your most obedient,

R. J. MEIGS, JUN.

Hon. the CHAIRMAN of the Committee of Ways and Means.

* This account is not complete, but the sum is believed to be nearly correct.

COMPENSATION OF POSTMASTERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, BY THE CHAIRMAN OF THE COMMITTEE ON THE POST OFFICE AND POST ROADS, FEBRUARY 2, 1816.

SIR: GENERAL POST OFFICE, *February 1, 1816.*

I have the honor to enclose a bill for regulating the compensation of Postmasters, agreeable to your request. In this I have proposed an increase of commission on the first hundred dollars collected by each Postmaster, from

thirty per cent., fixed by the former act, to forty per cent. This commission seems to be required at the smaller offices, where the commission is very small in proportion to the trouble. In the larger Post Offices it will give an increase of forty dollars a year. In other respects it merely changes the existing law to the former rates of commission, except in one instance; that is, allowing the Postmasters at Boston, New York, Philadelphia, and Baltimore, one cent for the receipt and delivery of each free letter. They were excepted from that allowance under the former act. If that exception continues, they cannot have an increase of compensation, as it appears that their commissions barely cover two thousand dollars, and their expenses for clerk hire, rent, &c. Indeed, the Postmasters at Philadelphia and Baltimore represent that they cannot now make an adequate compensation to their clerks.

The next section proposes an alteration, so as to allow a Postmaster to receive twenty-four hundred dollars a year, instead of two thousand, the present limitation. The latter is evidently too small for the Postmasters in the large towns, where house-rent and other expenses have become very high.

I have proposed a section for a new table of rates of postage, leaving the sums blank. It seems not to be desirable to increase the rates beyond the former scale; and, in that case, no cause is discovered for any legislative provision.

A table has been suggested of the following rates: 6½, 12½, 18½, 22½, and 25 cents. It is objected to this, that so many fractions will occasion a great deal of trouble and frequent mistakes in making out the post bills, entering and adding the accounts, and that it does not conform at all to the decimal arrangement of the coins of the United States, which are 5, 10, 20, and 25 cents. With these it is impossible to make quarter and three quarter cents.

The allowance for free letters will produce probably three hundred and twenty dollars a year to the Postmasters at New York and Philadelphia, and two hundred dollars a year to those of Baltimore and Boston. It appears that nine thousand six hundred and ninety-six free letters were received and sent from Philadelphia, exclusive of distributed letters, on which no allowance is proposed, in the quarter from October 1st, to December 31st, 1815, and the allowance would amount to ninety-six dollars and ninety-six cents for that quarter. The amount has not been ascertained in any other quarter; but the quarter from January 1st to April 1st, is estimated to produce more, *Congress being then in session*; and the two next quarters are estimated to produce less.

In respect to the resolution of the House on the motion of Mr. Goldsborough, made on the 8th ultimo, I would very respectfully remark that, on the first establishment of the Post Office in 1792, it was made the duty of every master of a vessel to deliver all letters, by him conveyed, into the Post Office, excepting those for the principal owner or consignee. The same duty has been re-enacted, and continued since; but it was found that, from want of technical precision, the penalty could be avoided in some cases; and the act of the last session was made to remedy that defect.

There is hardly a harbor or village in the United States, to which the mail is not carried at the public expense. If vessels are allowed to carry letters in opposition to the mail, and without any emolument to Government, especially between places where Post Offices are established, the public, by these casual conveyances, will be deprived of much of its revenue. It will, in fact, be at the expense of sending posts which carry no mails, when opportunity offers by these vessels.

It has been thought expedient to prohibit common carriers by land from carrying *any* letters; but in respect to those whose common carriage is by water, the law is much more favorable. The practice is not only authorized, but the carrier is encouraged by a payment of two cents for each letter, and the public only charges six cents, (or nine cents so long as the fifty per cent. addition continues.) This is a very moderate postage, and no hardship is perceived in the case.

Another motive in establishing this regulation was to prevent speculation. If the master of a vessel is not compelled to deliver letters, which he brings, into the Post Office immediately after his arrival, the master or his friends, by knowing the state of the market and suppressing letters, may speculate on others. He has now, indeed, the power to refuse a letter; but if he undertakes to deliver one, he cannot deceive the person sending it, by keeping it back, without subjecting himself to a penalty.

On the whole, it appears to me that the two sections objected to are beneficial to the public, and ought not to be repealed.

Respectfully, your obedient servant,

R. J. MEIGS, JUN.

HON. SAMUEL D. INGHAM, *Chairman of the Committee of Post Offices and Post Roads.*

14th CONGRESS.]

NO. 34.

[1st SESSION.]

INVESTIGATION INTO THE FISCAL OPERATIONS OF THE GENERAL POST OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 27, 1816.

Mr. INGHAM, from the committee appointed in pursuance of a resolution of the House of Representatives, adopted on the 29th day of January, to investigate the conduct of the General Post Office Department, reported:

That they have used their utmost endeavors to ascertain every fact that appeared to be material to a full understanding of the conduct of the officers of that Department. As the inquiry originated in a request of the Postmaster General, the committee, in the first place, addressed to him a letter, (No. 1,) requesting to be informed of the reasons of his application to Congress; and also that he would give them such information as appeared to be calculated to facilitate the investigation. The Postmaster General stated, in his answer, that the application was induced by a rumor that some person or persons of the Department had sold draughts for money due to the General Post Office for premiums, which had been converted to their private use, (see letter No. 2.)

The committee, therefore, proceeded to inquire into the truth of the rumor, by the examination of every person who seemed likely to have any knowledge of the fact; but, in the examination of some of the clerks in the General Post Office, various suggestions were made of improper transactions in the Department, other than those to which their attention had been drawn by the Postmaster General.

The investigation has therefore assumed a very extensive scope, and has consequently occupied more time than could have been anticipated at its commencement. This delay has also been increased by circumstances arising out of the nature of the inquiry. As no person appeared to make any specific charges, the committee had no alternative but to abandon their undertaking, or listen to rumors and the hearsays of some witnesses, and send for other witnesses to prove the facts; they made choice of the latter course, and have examined every person who was either suggested to them, or appeared as likely to possess any information on the subjects of their inquiry.

The charges arising out of the suggestions of the witnesses, and which, from the various communications they made to the committee, it appeared to be the desire of some of them most especially to establish, are as follows:

1st. That certain persons in the General Post Office, and particularly Abraham Bradley, Jun., Assistant Postmaster General, had sold Post Office draughts and checks, and applied the premium to their private use.

2d. That an erasure had been made in the cash book of the General Post Office, and an erroneous entry found thereon.

3d. That private accounts were improperly kept with individuals on the books of the Post Office.

4th. That Phineas Bradley had been concerned in a contract for carrying the mail that was improperly obtained.

5th. That Phineas Bradley had received corrupting presents from mail contractors.

6th. That Phineas Bradley and Abraham Bradley, Jun. had made use of Post Office money in purchasing depreciated bank notes, for which they received a premium, and applied it to their private use.

7th. That bank notes which were better than the paper of the District of Columbia, and a Treasury note, had been returned to Postmasters, by order of Abraham Bradley, Jun.

8th. That the Washington and Union Bank, and certain individuals, had profited by the sale of Post Office draughts.

9th. That a contract for carrying the mail from Washington to Fredericksburg had been superseded by order of the Postmaster General before it expired, and about double the amount given for the same service.

An examination of the subjoined testimony and documents will enable the House to determine how far the charges, or either of them, have been sustained; the committee have, however, no hesitation in expressing their opinion on them severally.

1. With respect to the first charge, in relation to Abraham Bradley, Jun. there is no evidence whatever to induce a suspicion that he has sold Post Office draughts or checks for a premium; nor does it appear that any other person in the General Post Office has sold Post Office draughts or checks for a premium, other than draughts obtained for their own salaries, except in the case of H. H. Edwards, who bought a Post Office draught on Boston, for District of Columbia paper, and disposed of it by an agent in New York (as "he presumes,") for a premium.

The committee have not relied upon negative testimony to disprove this charge, but have attentively examined the books of the Union Bank containing the accounts with the General Post Office, as well as the private accounts of Abraham Bradley, Jun. and Phineas Bradley, with that bank, and have satisfactorily ascertained that no credits have been given to them, or any other person in the General Post Office, for premium on draughts or checks; they have also ascertained that the premiums for Post Office draughts and checks, sold by the bank, have been entered in the profit and loss account thereof. It therefore conclusively follows that these premiums have accrued to the bank, and to none other.

2. It appears that a draught in favor of Elisha Riggs is charged in the cash book of the General Post Office, as sold to the Union Bank, the words *Union Bank* being apparently written on an erasure. But, from an examination of the books of the Union Bank, the committee ascertained that the General Post Office had credit for this draught thereon, (see also the testimony of Elisha Riggs) and that, therefore, the draught having been actually sold to, and negotiated by, the Union Bank, and not Elisha Riggs, they do not perceive any impropriety in the entry, and still less have they been able to discover any improper purpose to be effected by the alterations on the cash book.

3. It appears to have been the practice of the Assistant Postmaster General, A. Bradley, Jun., to open an account with certain individuals, partly of a public and partly of a private nature. There were cases in which members of Congress have, by means of the agency of Abraham Bradley, Jun., transferred funds from one part of the United States to another part, or have received money for some of their constituents, who were contractors for carrying the mail; by which their names became entered on the books. No advantage accrued to any person by the transaction other than that of the accommodation in transferring an inconsiderable fund from one place to another. It may be observed that the Post Office offered peculiar facilities in this particular, and has frequently been resorted to by members of Congress, and others, for this purpose; but their names do not appear in an open account on the books, except when the draughts exchanged did not exactly balance at the time of exchange.

The only account of this nature, which is ascertained to remain open on the books, was made in December, 1800, where there is a balance in favor of the General Post Office of \$320, due from General H. Lee, of Virginia.

4. It appears that Phineas Bradley, a clerk in the General Post Office, has been concerned in carrying the mail, and that he owned somewhat more than one-eighteenth of a line of stages, which carried the mail from Baltimore to Georgetown and Alexandria for \$2,800 a year. Whatever may be the opinion of the committee as to the strict propriety of the mode in which a compromise was effected in this case between rival contractors, (see the testimony of John Davis,) it is but proper to add that Mr. Bradley had no legal agency in influencing the decision upon the contract; nor could he have had any other agency in it, unless a corrupt disposition is presumed on the part of the then Postmaster General, who was consulted, before the contract took effect, as to the propriety of his being concerned in it; but there is no circumstance in the case to authorize such a presumption.

5. There is no evidence which, in the opinion of the committee, can justify the imputations in this charge. (See testimony of J. Eddington.)

6. It appears that bank notes, to a small amount, have been sold by Abraham Bradley, Jun. and Phineas Bradley, previous to the general depreciation of bank paper, for which they received a premium. The evidence does not prove that they made use of public money for this purpose; but, so far as a fact of this kind could be ascertained from circumstances, it proves the transaction to have been a private one.

7. It appears that a Treasury note of one hundred dollars, and bank notes to a small amount, which were supposed to be better than the money of the District of Columbia, have been returned to Postmasters. This transaction, so far as it regards the bank notes returned, is in conformity with an order of the Postmaster General to his deputies, (annexed to letter No. 2.) The only reason alleged for returning the Treasury note is, that it might have been purchased at a discount by the Postmaster, who remitted it.

8. The committee have ascertained that draughts to the amount of \$121,348 40 have been disposed of to the Union Bank,* and to the amount of \$4,000 to the Washington Bank, and to the amount of \$15,348 25 to individuals who were not public creditors since the 1st of October, 1814, the commencement of the general depreciation of bank paper. Those draughts appear to have been exchanged at par, and, except in a few cases, for the paper of the District of Columbia. It is evident, from the rate of exchange during this period between the District of Columbia and most of the places upon which these draughts were drawn, that the purchasers must have derived an advantage other than that of a mere transfer of their funds. It has not been in the power of the committee to ascertain the value of these draughts in the paper of the District of Columbia, having no means of determining, at the several dates, the respective rates of exchange; nor did this appear to them very material, as the amount of profit which accrued to the purchasers could have but little influence upon the principle which must determine the propriety of the measure. With respect to the banks, it is stated that a small proportion of these draughts were sold for premiums, some having been exchanged for specie, and others used for the payment of debts due to other banks.

It cannot, however, be of any importance, (if the draughts were essentially more valuable than the District of Columbia paper,) whether they were employed in the payment of debts sold for specie or for bank notes of this District, with a premium for the difference of value; the principle is the same in either case; and whatever may be the amount of advantage to the individuals or the banks in this transaction, resulting from the difference of exchange, the same will be the amount of disadvantage to the Government. It does not, however, appear that any change has taken place in the practice of the General Post Office Department, in this respect, for a series of years; and, as the operation complained of is evidently the effect of an existing arrangement under a change of the circumstances of the circulating medium, it is not to be presumed that the practice has arisen out of a design to promote private interests, or to prejudice the interests of the Government. The committee are, however, decidedly of opinion that the advantage arising from the difference of exchange, as to all the moneys that are due to the Treasury, ought to accrue exclusively to the Government; but, as the Postmaster General has expressed a willingness to pay over these balances, in any way that may best accommodate the Treasury Department, the evil admits of a very simple remedy.

The facts stated in this charge are admitted to be correct, and the letter of the Postmaster General (No. 19,) contains a satisfactory explanation of the reasons for altering the terms of the contract in question; whether too much

* Abraham Bradley, Jun. is President of the Union Bank.

was eventually given for the service, under the charges required by the Postmaster General, is a subject not in the power of the committee to decide; nor would they be justified in presuming any misconduct in a transaction that appears to have been so fairly conducted.

The committee subjoin to this report the substance of all the testimony which appeared to them in any degree material to the inquiry; also sundry communications made in writing; and beg leave to offer the following resolution, viz:

Resolved, That the committee appointed to investigate the conduct of the General Post Office Department be discharged from the further consideration of the subject referred to them.

Substance of the testimony taken before the committee of investigation, &c.

I came into the office in August last, and immediately after was placed by Mr. Seth Pease, Assistant Postmaster General, on the business previously attended to by Mr. Abraham Bradley, 3d; in the course of which I had to address some hundreds of letters to contractors for carrying the mail; and to others for incidental expenses, preparatory to their being sent to the Treasury. In the performance of which I called on some persons with whom the Department had no accounts open, which Mr. Pease observing, informed me that I was not to apply for vouchers for the larger draughts I would meet on the cash book, as they were private transactions of Mr. Abraham Bradley's, with which the Department had nothing to do. I expressed my astonishment at transactions so informal; to which he replied with a shrug, adding that, if I wished to remain in the Department, I must take no notice of this and several other matters that I would see; and intimated that there were other transactions, both of Mr. A. Bradley's, and his brother, P. Bradley, relating to their official situations in this office, that would not bear investigation. I told him that the consequences should not deter me from sifting the business, to come at whatever of their conduct that was improper. In the course of a few days afterwards I mentioned the tenor of this conversation to Mr. Campbell, whom I thought had the ear of the Postmaster General, willing that he should be informed by any other person than myself. I have repeatedly conversed with Mr. Edwards, Mr. Hewitt, Mr. Bestor, Mr. G. Pease, clerks of this Department, and have found but one opinion as respects these gentlemen, with respect to the government of the fiscal concerns of this office.

GEORGE W. HOWARD.

H. H. EDWARDS, clerk in the General Post Office. Draughts to the amount of \$280,000 have been sold since the declaration of war. Three draughts on the Postmaster at Boston, in favor of S. Elliot, cashier of the Washington Bank, were sold in Philadelphia for twenty per cent. premium, as appeared from Mr. Weightman's books. The postage collected in Philadelphia was deposited in a bank there; Mr. Bradley kept the check book, which would show how it was disposed of. There was money to a considerable amount received with Postmasters' accounts, a part of which was worth a premium of from seven to ten per cent. There is an erasure in the cash book; a draught of \$5,000 is now entered in the name of the Union Bank, the words "Union Bank" having been written on the erasure; but it appears that the draught, of which a copy has been sent to me from the Postmaster of New York, was drawn in favor of Elisha Riggs.

SAMUEL ELLIOT, cashier of the Bank of Washington. Mr. A. Bradley deposited, some time in October, 1814, three draughts of \$1,000 on the Postmaster at Boston, for which the General Post Office received a credit at par; there was no difference of exchange at that time between this city and Boston. These draughts were negotiated the following spring by Mr. R. C. Weightman, in Philadelphia, for about fourteen per cent. premium, which was received by the Washington Bank.

The Washington Bank received a Post Office draught on Providence, some time after, for which the Department had credit at par; this draught was sold for sixteen per cent. advance. When deposits were made in our bank by the Post Office Department, we always gave credit for them at par. We sometimes took bank notes that we would gladly have refused. The bank notes received from the Post Office Department, which were better than the notes of this District, were always paid away at par to members of Congress and others. Mr. Bradley has derived no advantage, through any agency, in relation to Post Office draughts or checks.

ELISHA RIGGS. I applied, in March last, to the Union Bank for a draught on New York of \$5,000; it was sent to me in New York about the 25th of March. I find, by examining our books, that we gave \$1,250 in specie, and paid the balance in District notes. Specie was then worth about four per cent. premium. I never paid A. Bradley, or any other person in the General Post Office, a premium for that draught or any other.

PETER LENOX. I had a Cape Fear note, in 1812, of twenty dollars; Mr. A. Bradley gave me Washington money for it, and I gave him twenty cents for the difference of exchange.

General J. B. VARNUM. I had a draught upon the Postmaster at Boston, last session, for \$500; I gave no premium for it, or for any other. When I applied for the draught, Mr. A. Bradley told me he did not know whether they had funds in Boston, and that draughts on that place were worth a premium. I did not give any premium, but received the draught.

JAMES HEWITT, a clerk in the General Post Office. I do not know that any premiums have been given for Post Office draughts. I have a list of Post Office draughts sold since October, 1812, amounting to \$28,925 71. Deposits are made by the Postmaster in Philadelphia in the Farmers' and Mechanics' Bank; but no account is opened with the bank in the books of the office. The account is kept by Mr. A. Bradley, and checks are drawn by him for moneys deposited there. No credits for these deposits are entered on the books of the Department. I have heard that two letters were written by the Secretary of the Treasury, requesting payment in better money than that of this District; but no such letters are to be found in our books.

Mr. BRANNAN, a clerk to Mr. R. C. Weightman. Mr. R. C. Weightman purchased of S. Elliot, cashier of the Bank of Washington, on the 6th of December, 1814, two draughts on Boston, of \$1,000 each; on the 29th of December he purchased another, of \$1,000. The two first were dated November 1, 1814; the last, October 31, 1814. Two of the draughts were sold by William J. Duane, in Philadelphia; the third was sold by John Rea, Philadelphia, for a premium of twenty per cent. brokerage (nine dollars) deducted. The nett premium was \$591, which was paid by Mr. Weightman to Mr. Elliot.

DAVID ENGLISH, cashier of the Union Bank. The Post Office draughts which we have received are generally transmitted to the banks in the place upon which they are drawn, and the amount placed to our credit on their books, at par. We have sold some draughts on Postmasters to the southward for a premium; also some to the eastward for specie. When we give checks upon banks whose paper is better than our own, we get a premium for them. I do not know whether the General Post Office was in our debt, or not, when we received the last draught of \$13,000 on the Farmers' and Mechanics' Bank, Philadelphia. The advantage derived from the sale of draughts or checks from the Post Office accrued to the Union Bank exclusively.

HARVEY BESTOR, a clerk in the General Post Office. My duty is to receive quarterly returns, and the cash that is sent from Deputy Postmasters. I know nothing of any Post Office draughts having been sold for a premium for the benefit of any person in the General Post Office. Some moneys are received from Deputy Postmasters, not as good as that of the District of Columbia; also some counterfeits and notes of banks that do not exist. I applied

to the Postmaster General to issue an order to prevent these remittances in future, which was done. In one settlement with Mr. Bradley, I paid him \$4,304, and I sent back forty-nine packages of notes deemed not good for various reasons.

Question. Do you know any thing in relation to contracts for carrying the mail, that appears to you material in this inquiry?

Answer. In 1810 or '11, there were bids made for carrying the mail from Baltimore to Georgetown. I have taken an extract from the book, which shows that one offer was for \$100, by Lorman, Crawford, & Co.; another was to give \$100 for the privilege of carrying it, by Tayloe & Davis. It further appears that these offers were withdrawn, and \$2,800 were given to Lorman, Crawford, & Co., and Tayloe & Davis, jointly. I have heard Dr. P. Bradley speak of his being concerned in this contract. I do not know that he explicitly said he was interested, but such was my understanding. Dr. Bradley has the charge of the proposals for contracts; but they are decided upon by the principal of the Department.

Mr. O'NEALE. Some years back I was in the habit of giving Mr. A. Bradley money; for which he gave me Post Office draughts; it was a convenience to me, but he never asked for nor did I ever give him any premium. I had a draught from Mr. A. Bradley upon the Postmaster at New York for \$4,364 53, last spring; but I gave no premium for it. I paid \$3,000 in Virginia money, that was esteemed equal to that of New York, and the remainder in notes of various banks; the draught was to pay a balance due for the steamboat. The boat was purchased by subscription, in which many persons are interested; Dr. P. Bradley and Mr. A. Bradley are shareholders; the latter has perhaps \$500 in it.

Mr. SETH PEASE, an assistant in the General Post Office. I have the care of the accountant department of the office. I know of no Post Office draughts or checks having been sold for a premium, by any person in the General Post Office.

Question. Have you intimated to Mr. Howard, or do you know that there are any improper transactions in the General Post Office?

Answer. When Mr. Howard first came into the office, I directed him to apply for vouchers from contractors and Postmasters; but informed him that there were some persons' names found on the books, to whom he need not apply for vouchers, as such accounts did not relate to the settlement with the Treasury; perhaps I may have said those accounts were private; but it is not to be understood strictly that they were private transactions. With respect to my conversation with Mr. Howard, as to any improper conduct in the Department, I had reference to draughts sold to banks and others, which the committee are fully informed of.

[Mr. Pease being requested to state in writing the mode of keeping the cash account in the General Post Office, and also what is to be understood by his expression in relation to private transactions, communicates letter No. 16—, which see.]

Mr. HOWE, late clerk in the Post Office Department. I purchased a draught from Mr. A. Bradley for \$1,500 upon the Postmaster at New York, for which I gave him a check upon the Union Bank; the rate of exchange was about eight per cent. I sold it at that rate. I gave no premium for it. When I applied for this draught, I reminded Mr. Bradley of some losses I had sustained while a clerk in the office, in detecting a robber of the mail in Virginia, and at another time by a mistake in counting money, in all about \$150; and urged this as a reason for some indulgence. I have never known Mr. A. Bradley, or any other person in the General Post Office, to sell Post Office draughts or checks for a premium.

JAMES EDDINGTON. I am a contractor for carrying the mail from Knoxville to Nashville. I made a contract about the 18th December, 1813, and on the 23d following I sold Dr. P. Bradley a pair of horses; he afterwards complained of the bargain, and I promised to present his son with a pony. [About eighteen months afterwards I brought the pony and gave him to the boy; he cost me about ten or twelve dollars.]

Question. Have you ever received any overtures from, or made any other presents to any person in the General Post Office?

Answer. While my proposals were pending, one of the clerks, James Hewitt, observed that he thought money might be made by insuring contracts, but it would be a very improper business. I never perceived any disposition in Dr. Bradley, or any other person, to induce me to make an offer of a present, except the suggestion of Mr. Hewitt be so considered. I presented a saddle to Mr. Hewitt before I left Washington, worth about thirty dollars.

Mr. EDWARDS, a clerk in the office. Mr. A. Bradley came into the room this morning, and suspended me from my accustomed employment, and assigned to me other business, viz: making out an account current; and forbade me from touching the books. I inquired of the Postmaster General if he had given this order; he replied Mr. Bradley wanted the books to make some statements, and he told him he might do as he pleased with them. I have frequently sought for the cash book, but have not been able to get it since this examination commenced. I have sent for it twice, but received for answer, "Mr. A. Bradley was using it." I had a draught for \$496 sent to me by Mr. Bestor last summer, to the eastward, the money was due me by Mr. B.; no premium was paid for it. I had another of Mr. A. Bradley, for \$300, on New York; I sent it to New York to pay debts there; no premium was paid for it to Mr. Bradley. I had another on Boston, for \$176, for which I paid Mr. Bradley District money, but no premium for it. I sent it to my brother-in-law in New York to be disposed of; it was worth, and I presume was sold for a premium, but have not had any account of it yet.

JOHN DAVIS. In 1810 I applied for carrying the mail from Baltimore to Georgetown and Alexandria, which was then carried by Lorman, Crawford, & Co. Having heard they intended to offer for nothing, I offered \$100 for the privilege of carrying the mail. On Monday following the Postmaster General, Mr. Granger, sent for me, and showed me into a room where Lorman, Crawford, & Co. were; Lorman asked me if I would comply with my proposals; I inquired for Mr. Granger; and when he came in, I asked whether I had a preference to the contract; he replied I certainly had, if I insisted upon it; Mr. Lorman made some complaint. Mr. Granger observed, "You had better make a compromise, such strife is ruinous," and left the room. Mr. Lorman threatened me with opposition. I left the room, and about half an hour after I got home, Mr. Granger, and Lorman & Co. came to my house; Mr. Granger said, you ought to have made an arrangement before you made your bids; you ought to do it yet; this Government does not expect individuals to work for nothing; if you can agree, I will give you the same as heretofore; we did agree, and received \$2,000 for carrying the mail from Baltimore to Georgetown, and \$800 to Alexandria. After the contract was concluded, I solicited Dr. Bradley to join me in the concern, which he did; there were four teams between Tayloe, Dr. Bradley, and myself, and eighteen belonging to the company.

Dr. Bradley had no interest whatever with me until after the contract was made. When I made the offer, I expected the result would be as it turned out.

DAVID SHOEMAKER, ANDREW TATE, THOMAS B. DYER, J. E. VARNUM, WILLIAM BEARD, STEPHEN GRAY, JOSEPH W. HAND, CHARLES BELL, and ALEXANDER DYER, (clerks in the General Post Office,) being severally asked if they knew of any Post Office draughts or checks having been sold for a premium by any person in the General Post Office, or of any other transaction in the office that appeared to them as improper, answered that they knew of no Post Office draughts or checks being sold for a premium by any person in the General Post Office; nor did they know of any other improper transaction.

TOPHAM WEBSTER, a clerk in the General Post Office, answers in like manner.

Question. Do you know of any sum of money being divided among the clerks at the end of the year, out of the contingent appropriations to the Post Office?

Answer. There have been sometimes a small sum, not more than thirty dollars a piece, divided among the clerks out of the appropriation for clerk hire, not out of the contingent appropriation.

ANDREW COYLE. I know of no premium having been received by any person in the General Post Office. I have been lately directed to keep the books that were kept by Mr. Edwards. I have had access to the cash books. I receive \$1,100 salary; Mr. Edwards received \$1,300. I do not know that my salary will be raised in consequence of the change.

Question. Did the Postmaster General or Mr. Bradley tell you the reasons why Mr. Edwards was taken from the books?

Answer. Mr. A. Bradley said something about Mr. Edwards's statement of the transaction respecting the Union Bank and the draught which Mr. Riggs had obtained, as a reason why he could not trust him, and had suspended him from the books. Dr. P. Bradley notified me to take charge of the books, and said it was the order of the Postmaster General.

GAMALIEL PEASE, a clerk in the General Post Office. I know nothing of any premium being taken by any person in the General Post Office. I think I have seen the cash book in Mr. Edwards's room since the committee met at the Post Office. There are considerable sums of money received at the Post Office. I had a list of about \$14,000 in notes above par. I have sent to contractors District of Columbia notes; to Virginia, Tennessee, and the Carolinas. I furnish Mr. A. Bradley an account of the money that is wanted to pay contractors; he gives a check upon the Union Bank, to be paid in notes current in the part of the country where it is to be sent.

HARVEY BESTOR, a clerk in the General Post Office. My employment has been changed in the General Post Office; on Saturday last Mr. A. Bradley directed me to give up my books and keys; I requested time to take some extracts, which was granted; I was informed by the Postmaster General, that it was his order; upon inquiry, he said no decision was made as to a reduction of my salary; I inquired if this order was in consequence of my being a witness before a committee of Congress, on the affairs of the office; he replied. Do as you are ordered, or leave the office. I obeyed, gave up the keys, and this morning left the room. Mr. A. Bradley said it was improper for clerks to take statements from the books, but that I might take what I pleased; he said he had applied to me for statements of the relative proportions of money above and below par, received in one quarter, that I had neglected or withheld them; he said this was the reason he suspended me. I had spent two days in making out statements, and when I gave them to him he said they were of no consequence, and I thought he was satisfied. I offered to give him further statements.

Question by Dr. Bradley. Did not the Postmaster General request you to make a statement of the moneys received in one quarter above and below par?

Answer. I did not understand him to that extent; but made out a statement such as I thought he wanted; there was some difficulty in making it, arising from the nature of the accounts which I mentioned to him.

Question by P. Bradley. Did you not say to me, that there was a difficulty arising from the circumstance, that the fact was different from what public opinion supposed it to be?

Answer. I did say so, and that the public opinion supposed that almost the whole of the money received at the Post Office was high premium money; most of it is better than the money of this District, and about one-fourth worth on an average of ten per cent. premium.

H. H. EDWARDS. The cash book which Mr. Edwards alleged had been concealed from him being brought, he was requested to examine it, and inform the committee what use he wished to make of it in his testimony; he referred the committee to an erasure which he had formerly shown them, but made no further statement from the books.

HARVEY BESTOR, clerk in the Post Office. I have returned money to Postmasters that was better than the money of this District. I can form no opinion of the precise sum, but it was not much; I returned a Treasury note of \$100 to a Postmaster in Beverly, Massachusetts. When I pay over the money to Mr. A. Bradley, he examines it, compares the account, and hands back the money that is to be returned, which I enclose to the Postmaster by a general order. My impression is, that Mr. A. Bradley alleged as a reason for sending back the Treasury note, that the Postmaster might purchase it at a discount; it was received January 17th, 1816.

Dr. Bradley observed to me that he hoped I did not think they meant to dismiss me; I replied that I believed they intended to punish us, if we told what we knew; he said he was sorry I should think so, and intimated to me that he hoped I would continue to think well of his brother.

MR. SETH PEASE. Mr. Crawford, of Georgetown, applied for some allowance in addition to his contract. The Postmaster General proposed to refer the subject to Mr. Howe and myself, as the Messrs. Bradley were said to be interested. Mr. A. Bradley might have been excused on account of his brother's interest. Some time before this Mr. A. Bradley mentioned to me that he had some small interest in stages.

There are two or three persons with whom we have a running account, which is not necessary to be carried into our settlement with the Treasury. Colonel Tallmadge has given Mr. Bradley draughts on some person to the South, and Mr. A. Bradley gave him a draught upon a Postmaster to the eastward; this account was closed April, 1814. There is another account of the same kind with Mr. John G. Jackson not yet closed; it may be that it appears open, because the books are not posted up; there is another of Mr. Richard Stanfoid, closed some time ago.

These transactions are a mere matter of exchange and accommodation between the individual and Mr. A. Bradley; sometimes the draughts exchanged do not exactly balance, and hence the name of the individual is entered on the books. There was a loss sustained by a transaction of this nature in December, 1800, of \$320, by Gen. H. Lee. We have, in some instances, done an account with contractors, by giving them credit for transportation to a small amount, to balance the books. I cannot say but there may be larger amounts. Dr. P. Bradley told me that the clerks should not take statements from the books unless they were ascertained to be correct; such was the order of the Postmaster General; and that Mr. Edwards should not touch any books but those that were put into his hands.

DAVID ENGLISH, cashier of the Union Bank, with the books containing the accounts with the General Post Office, and also the private account of each person in the General Post Office, who kept an account with the Union Bank. We have received deposits from the Post Office in notes of various banks, which we were often obliged to keep a considerable time before we could exchange them or pass them away; there were also many small notes that were very troublesome to the teller; but I consider the deposits as advantageous to the bank; they are more advantageous now than before the difference of exchange took place.

MR. TENCH RINGGOLD. I was to have been concerned in a contract for carrying the mail from Baltimore to Georgetown with Davis and Tayloe; they offered to give \$100 for the privilege of carrying it, and obtained the contract. Lorman, Crawford, & Co. were afterwards taken in, and a compromise made for \$2,000. When Davis applied to me, he said there was to be a secret partner. After the contract was made I knew Dr. Bradley to be a partner; I understood Davis to say he was the secret partner. This contract continued two years, and the third year the same persons, including Dr. Bradley, had the contract renewed at the same price.

MR. T. HUGHES. Dr. Bradley's son, William Bradley, was in business with me; we wanted some money in Philadelphia, and I requested William Bradley to apply to A. Bradley for a draught; he applied once or twice before he could get one; at length he procured a draught for \$1,555, ²⁰/₁₀₀; we gave a check for it on the Bank of Washington, but no premium was given for it; the difference of exchange was about two per cent.

MR. HAMER said that he had a bank note of \$50 of Newbern Bank in the year 1813; he went to the Post Office to get it changed, and Abraham Bradley 3d gave him a check for \$48 50 or \$49 on the Union Bank for it. The check was not signed Abraham Bradley, *Jss. P. M. Gen.*

SAMUEL BURCH. In 1811 I had a \$100 Charlestown note; applied to Dr. P. Bradley to change it, who charged two dollars discount. Dr. P. Bradley had not money enough about him, and asked his brother, A. Bradley, to lend him some; A. Bradley said he had not as much in his pocket, and went to the iron chest and got the money. I considered, from what passed, the transaction as a private one; I knew of no other transaction by which any person in that office has made a profit by selling draughts or notes.

JOHN SESSFORD said he had been foreman for Mr. Gales. Mr. Gales requested him to go to the Post Office and get some Southern and Western notes changed; amount not more than fifty dollars. The notes were discounted by Dr. P. Bradley, at from two to five per cent.; he paid witness in notes which he took out of his pocket-book.

JOHN DAVIS. Question. Did you inform Mr. Ringgold there was to be a secret partner in the contract for carrying the mail from Georgetown to Baltimore?

Answer. I might have said to Mr. Ringgold that there was to be a secret partner, as Dr. May had made a proposition of that nature to me; but I never could have intimated such a thing in relation to Dr. Bradley, or A. Bradley, because there was no direct or indirect understanding whatever with him, or either of them, on this subject. Some time after the contract was made, and before Dr. Bradley joined me, I applied to Mr. Granger to know whether there was any impropriety in Dr. Bradley's being concerned with me; he said there was no impropriety in it.

JOSEPH GALES. He has exchanged money with Abraham Bradley, but gave him no premium; he has since exchanged money with Dr. Bradley at his store, for which he gave a premium. The whole amount exchanged could not have exceeded \$500; he considered these as private transactions; he never had a check on the funds of the Post Office; he has paid no premium since the general depreciation of bank notes took place.

H. H. EDWARDS. On the 1st January, 1814, a contract was made with Williams and others for three years to carry the mail from Washington city to Fredericksburg, for \$3,300. This contract has been superseded, and there is now given for carrying the mail from Washington to Alexandria,	-	-	-	\$800 00
From Alexandria to Dumfries,	-	-	-	4,000 00
From Dumfries to Stafford, C. H. 13½ miles short of Fredericksburg,	-	-	-	1,894 52
				<hr/> \$6,694 52 <hr/>

See letter of the Postmaster General, No. 19.

Question by A. Bradley. Have you not applied to me for a draught on New York for \$500, and been refused?

Answer. yes.

No. 1.

WASHINGTON, February 3, 1816.

SIR:

I am directed by the Committee of Investigation to request you to inform them—

1. What are the considerations that induced you to request an investigation into the fiscal concerns of the Post Office Department?
 2. By whom the fiscal concerns of the Post Office Department are managed?
 3. In what manner the persons who manage the fiscal concerns of the Post Office Department are responsible?
 4. Where the moneys of the Department are deposited, and to whose credit?
 5. In what manner the remittances of the moneys from the Deputy Postmasters are made?
- And generally such information respecting the practice of your Department, in relation to its fiscal concerns, as may, in your opinion, facilitate the proposed investigation.

I have the honor to be, yours, &c.

S. D. INGHAM.

Honorable POSTMASTER GENERAL.

N. B. You will also be pleased to furnish the committee with a list of the names of your clerks.

No. 2.

SIR:

GENERAL POST OFFICE, February 5, 1816.

In reply to the questions of the Committee of Investigation into the fiscal concerns of the General Post Office, stated in yours of the 3d, I have the honor to reply:

To the first. The cause of my addressing the Speaker of the House of Representatives, inviting an investigation into the fiscal concerns of the General Post Office, was, that I became informed that a rumor had circulated among some of the honorable members, that some person or persons of the Department had drawn draughts for moneys due to the General Post Office, for which premiums had been received by them, and converted to their private benefit, and not credited to the public, or producing any equivalent for its benefit.

To the second. The fiscal concerns have long been managed by the Assistant Postmaster General, ever since the establishment of the Department.

To the third. The Assistant Postmasters General are practically responsible, by their oaths of office, their liability to prosecution, and removal; the law not requiring bonds.

To the fourth. The deposits of moneys have long been made in the Union Bank of Georgetown, to the credit of the General Post Office, by permission of my predecessor.

To the fifth. Moneys due from Postmasters are transmitted to the General Post Office, or the Assistant Postmaster General draws on them in favor of contractors for transporting the mails. Some Postmasters have been specially instructed to remit, others not to remit, but to retain the moneys to be drawn for as above. Those who remit, send their remittance in bank notes of multilarious kinds.

Lately an instruction has been sent to the Postmasters, which, on the face of it, shows the reason of its being issued. I herewith transmit one for perusal.

Respectfully, your obedient servant,

R. J. MEIGS, JUN.

The Hon. Mr. INGHAM, Chairman of the Committee of Investigation.

SIR:

GENERAL POST OFFICE, November 30, 1815.

It has become impossible, from the multitude of banks which have been established, to distinguish, at the General Post Office, genuine notes from counterfeit, and to know which banks are substantial; and a loss has been sustained on both accounts. The adoption of the following rule has, therefore, become indispensable; that no bank note be remitted here from any Post Office, other than notes of chartered banks, issued at the principal commercial town of the State in which the Post Office is situated. If such bank notes cannot be procured, the balances are to be retained until drawn for.

A Boston note is not to be forwarded from a Post Office in Pennsylvania, nor a Philadelphia note from a Post Office in Massachusetts.

R. J. MEIGS, JUN. Postmaster General.

No. 3.

SIR:

GENERAL POST OFFICE, *February 5, 1816.*

I transmit the following statements and observations in reply to yours requesting general information respecting the practice of the General Post Office.

When I first entered on the duties of the office, in 1814, I learned that the deposits were made in the Union Bank of Georgetown, and, on inquiry, understood that the bank was chartered, of solid and secure basis and credit, and that the Assistant Postmaster General was president of the bank; to such presidency, I could not perceive any just objection; many respectable officers of Government within the District being presidents of banks, and since, I have discovered, that the bills of that bank are more current abroad when sent; one reason for their currency was, the signature of the president was known (by means of his correspondence) to every contractor and Postmaster.

Having been applied to by officers of other banks, to have the receipts of the General Post Office deposited in their bank, my reply was, that "the deposits were considered safe in the Union Bank; that I had no personal interest or preference, and that I would direct the deposits wherever the Secretary of the Treasury should desire or direct for public convenience." No such desire or direction was ever expressed or given.

Of the vast variety of bank bills remitted by Postmasters, some are genuine, some spurious, current and uncurrent. It has been a usage of the Department to exchange one bill for another, to accommodate members of Congress, officers of Government, pupils at colleges and others, as well as to draw bills in their favor, and receive paper current at the seat of Government; such accommodation was always for the convenience of the applicant, and not with a view to profit. Premiums were neither spoken nor thought of. It is true that since the seclusion of specie, premiums might have been obtained to no very considerable amount, and carried to the credit of Government, but as there was neither law, usage, regulation, or treasury instruction in favor of such practice, it was not adopted. To have adopted such practice would, in my opinion, have degraded the Department, and reduced it to the standard of a brokerage office; and I did think, during the fluctuating rates of exchange paper, that such accommodating course was more creditable to Government than the amount of premiums could be useful. In drawing draughts, the Government had preference, whenever its agents applied.

During the last summer, the commissary general of prisoners applied for draughts on the Northern and Eastern States, to accommodate the arrival of cartels from England, (see his letter, No. 531, accompanying this.) The Postmaster General was directed to draw in his favor for all that was due in those States; this he cheerfully did to the amount of between 50 and 60,000 dollars, and on a subsequent application, 20,000 dollars was, and is yet, retained in Albany and New York, for his disposal whenever called for.

These are the only applications for draughts by any public officer for public service, since my superintendence of the Department.

In relation to the collection of balances due the General Post Office, it appears that during twenty-six years, and from the commencement of the establishment of the General Post Office under the present constitution, one hundred and six suits have been directed to be instituted for balances, and that during the years 1814 and 1815 two hundred and eleven suits have been directed. See Assistant Postmaster General Pease's certificate, No. 4.

A state of war diminished private correspondence, and reduced the amount of postage received; while at the same time the expenses of the Department were greatly augmented, by the establishment and conducting of military express; so that the revenue was then small.

Since the return of peace, the increased activity of commerce and business, and the abolition of the military express establishments, the revenue has augmented, and the Assistant Postmaster General has paid into the Treasury of the United States one hundred and thirty-five thousand dollars, being the produce of two quarters.

The Assistant Postmaster General will present you a schedule of the draughts drawn, for whom, and on what account.

Very respectfully, your obedient servant,

R. J. MEIGS, JUN.

Honorable Mr. INGHAM,

Chairman of Committee of Investigation into the fiscal concerns of the General Post Office.

No. 4.

COMMITTEE ROOM, *February 5, 1816.*

SIR:

I am directed by the Committee of Investigation to request that you will inform them whether any bank notes have been received since the 30th of September, 1814, at the General Post Office, from Deputy Postmasters in those parts of the United States between which and the District of Columbia the exchange was unfavorable to the latter; and, if any, where have such notes been deposited; and in what money have the checks for these deposits been paid; and that you will furnish the committee with a list of the names of persons to whom draughts upon Deputy Postmasters, or the banks in which they deposited their moneys, have been sold since that time, designating those who were not public creditors, if there were any such.

I have the honor to be, &c.

SAM. D. INGHAM.

Honorable POSTMASTER GENERAL.

No. 5.

GENERAL POST OFFICE, *February 7, 1816.*

SIR:

In answer to your inquiry "whether any bank notes have been received at the General Post Office from Postmasters since 30th of September, 1814, in those parts of the United States between which and the District of Columbia the exchange was unfavorable to the latter; and, if any, where such notes have been deposited; and in what money the checks for those deposits have been paid," I reply that the moneys (received from Postmasters) were of every description, and from every section of country, and deposited in the Union Bank of Georgetown, D. C. No register or account of particular notes was taken in this office. A remittance of a quarterly balance often contained a number of bills of various banks.

I send a certificate of the cashier of the Union Bank, and Dr. Bradley will present you with the book in which the money is entered as it arrives; both of which will afford a general explanation, though not any specific sum or sums which have been received, and which were better than District money.

Conforming to your request, I send you a schedule of draughts.

The letter P, in red ink, denotes public officers, of various descriptions and grades, and members of Congress. Those for General Mason were for public service.

Respectfully yours,

R. J. MEIGS, JUN.

Honorable SAMUEL D. INGHAM,

Chairman of Committee of Investigation of the fiscal concerns of the General Post Office.

No. 6.

UNION BANK OF GEORGETOWN, *February 6, 1816.*

SIR:

I feel at some loss in answering the question as to the proportion of notes deposited in this bank by the General Post Office which were considered of greater value than those of this District. I have frequently counted the money

brought here, but no entry was made of the notes which distinguished the kind; and I can only say, by conjecture, that the amount of such notes was much less than that of notes less valuable than those of this District. The proportion of small notes (to wit, of one, two, and three dollars) was also very great, which made them of much less value than large notes.

We have generally paid out to individual applicants with checks from your Department our own notes, or those of more value, at the request of the applicants. We always sent, as far as we had them, such notes as were asked for by your Department.

I am, with respect, your obedient servant,

D. ENGLISH, *Cashier*.

R. J. MEIGS, Esq., *Postmaster General*.

P. S. Formerly we did not receive any papers on deposit except from New York to Virginia, inclusive; but we took from your office every description; and until a difference of exchange arose, distant notes lay on hand very long, and we had of such uncurrent notes a large sum.

Ohio notes we could not get people from that State to take, as they preferred notes of this quarter of the country.

No. 7.

UNION BANK OF GEORGETOWN, *February 6, 1816.*

SIR:

In answer to your request to know what proportion of the money deposited by your office in this bank has been such money as was above par; there have no accounts been kept in bank of the different moneys deposited; but, from what I can recollect, and from conversation with the other officers of the bank, do suppose that the money above par, in proportion to that below par, may be nearly as one to four. These two things are the only ones conversed about in bank, and therefore I can form no conjecture about the amount or proportion of District or par paper.

Respectfully yours,

L. MACKALL, *Teller*.

R. J. MEIGS, Esq., *Postmaster General*.

No. 8.

UNION BANK OF GEORGETOWN, *February 13, 1816.*

SIR:

I have carefully examined our books since I was before the committee, and find that, prior to August, 1815, we never received any premium for draughts, or bank checks, or notes, disposed of in any way. I stated to the committee that draughts on Boston, &c. had been exchanged for specie, and draughts on New York had been exchanged for part specie and part current notes.

The total amount of premiums placed to the credit of profit and loss account for draughts, bank checks, and bank notes, commencing August 1, 1815, is	\$3,302 69
Of this sum, premiums for checks, &c. where we had funds, not received directly or indirectly from the Post Office Department,	908 85
	<hr/>
Premiums on Post Office draughts,	\$1,393 84
	728 40
	<hr/>
Leaving a balance of	\$665 44
	<hr/>

Which last sum was made up of premiums received for deposits, derived in part from the General Post Office, and in part from other sources.

I am, with respect, your obedient servant,

D. ENGLISH, *Cashier*.

Hon. Mr. INGHAM.

No. 9.

Copy of a letter from Mr. Ingham to D. English.

SIR:

WASHINGTON, *February 19, 1816.*

Yours of February 13th has been received. I am directed to inform you that it does not enter sufficiently into detail for the satisfaction of the committee. You will therefore be pleased to communicate to the committee a transcript of your books, showing what disposition has been made of each of the Post Office draughts received by you since the 1st October, 1814; that is to say, a detailed statement, showing—

1. What draughts have been transmitted to pay balance due to banks, specifying the draughts, banks, and what advantage or loss, if any, accrued in the transactions.
2. What draughts have been sold for bank notes, or otherwise disposed of at par.
3. What draughts have been sold for a premium, to whom sold, and the amount of premium on each.
4. What draughts have been sold for specie, and to whom sold.
5. What draughts have been deposited with banks, and the amount of premium obtained for the checks for these deposits.

You will accompany these statements with their proper dates, and will also state to the committee the amount of balance due to the Post Office Department by the Union Bank at the end of each quarter of the calendar year since the 1st October, 1814, and you will be prepared to verify these statements by an exhibition of your books, when called upon for that purpose.

I have the honor to be, &c.

S. D. INGHAM.

No. 10.

SIR:

UNION BANK, GEORGETOWN, *February 22, 1816.*

Since the receipt of your letter of the 19th, I have examined the General Post Office account, and referred to the original entries; from which I have made a list of all the draughts deposited in this bank from that Department, with remarks annexed, which will show how they were disposed of. I have also arranged them under specific heads, which, I trust, will be satisfactory to the committee. I also enclose a statement of the book-keeper, showing the balance appearing to the credit of the General Post Office at the end of each quarter of the calendar year, since 1st October, 1814.

I am, with respect, your obedient servant,

D. ENGLISH, *Cashier*.

S. D. INGHAM, Esq.

No. 11.

A list of draughts received from the General Post Office, and deposited to the credit of that account, since October 1, 1814.

November 9, 1814.	Draught on Richmond, \$2,500, paid to Farmers' Bank of Virginia.
November 9, "	Draught on Norfolk, \$2,000, paid to Farmers' Bank of Virginia.
November 9, "	Draught on Fredericksburg, \$1,000, paid to Farmers' Bank of Virginia.
November 19, "	Draught on Baltimore, \$4,000, paid to Farmers' and Merchants' Bank of Baltimore.
December 13, "	Draught on Boston, \$1,000, exchanged for specie.
December 31, "	Draught on Boston, \$500, exchanged for specie.
January 5, 1815.	Draught on Boston, \$2,000, exchanged for specie.
January 5, "	Draught on Charleston, S. C., \$2,500, paid to Farmers' and Mechanics' Bank, Philadelphia.
January 5, "	Draught on Savannah, \$1,000, paid to Farmers' and Mechanics' Bank, Philadelphia.
January 5, "	Draught on Augusta, \$700, paid to Farmers' and Mechanics' Bank, Philadelphia.
January 7, "	Draught on New York, \$12,000; (\$3,000 specie, \$9,000 District notes received for this.)
January 7, "	Draught on Philadelphia, \$4,000, paid Farmers' and Mechanics' Bank, Philadelphia.
January 25, "	Draught on Salem, \$650, exchanged for specie.
January 25, "	Draught on Newburyport, \$350, exchanged for specie.
January 30, "	Draught on (2) Portsmouth, \$600, exchanged for specie.
May 2, "	Draught on New York, \$5,000, (E. Riggs,) part specie, balance District notes.
May 4, "	Draught on Norfolk, \$5,000.
May 4, "	Draught on Richmond, \$5,000, paid to Farmers' Bank, Virginia.
May 6, "	Draught on Salem, \$777 50, to W. S. Nicholls, for specie.
July 17, "	Draught on New York, \$6,500, to Bowie & Kurts.
July 28, "	Draught on Baltimore, \$4,000, paid a Baltimore bank.
May 2, "	Draught on Boston, \$3,000, to W. S. Nicholls, for specie.
September 25, "	Check on Philadelphia, \$5,400.
November 6, "	Draught on Baltimore, \$7,000, paid Bank of Columbia.
November 6, "	Draught on Boston, \$2,000, to W. S. Nicholls, for specie.
November 6, "	Draught on Boston, \$1,000, to W. S. Nicholls, for specie.
November 20, "	Draught on Richmond, \$7,500, paid Bank of Virginia.
November 20, "	Draught on Norfolk, \$4,000, paid Bank of Virginia.
November 20, "	Draught on Petersburg, \$1,000, paid Farmers' Bank of Virginia.
November 20, "	Draught on Cincinnati, \$1,525, paid to R. Ober, for District funds; it was not worth par.
November 20, "	Draught on Charleston, S. C., \$4,000, } Sold to Mr. W. S. Nicholls, and received a pre-
November 20, "	Draught on Savannah, 4,000, } mium of \$728 40.
November 20, "	Draught on Georgetown, S. C., 400, }
November 29, "	Check on Philadelphia, \$13,500, to Farmers' and Mechanics' Bank, Philadelphia.
November 29, "	Check on Baltimore, \$4,945 90, Mechanics' Bank, Baltimore.
November 29, "	Check on Baltimore, \$1,000, now on hand.

The foregoing list of draughts shows the following specifications:

1. That \$60,645 90 were remitted to other banks where we had accounts, and no benefit arose but that of paying our debts, as all transactions with other banks have been at par, neither paying nor receiving any premium.
2. That only one draught (viz. on Cincinnati, for \$1,525) has been exchanged for District funds at par.
3. That only three draughts have been sold and premiums obtained, which were entered to credit of profit and loss, producing \$728 40, viz:

Draught on Charleston,	\$4,000	} Sold to W. S. Nicholls.
Draught on Savannah,	4,000	
Draught on Georgetown, S. C.,	400	

4. Those exchanged for specie are as follows, viz:

Boston,	-	-	-	-	-	\$1,000 00	} Wm. S. Nicholls.
Boston,	-	-	-	-	-	500 00	
Boston,	-	-	-	-	-	2,000 00	
Boston,	-	-	-	-	-	3,000 00	
Boston,	-	-	-	-	-	2,000 00	
Boston,	-	-	-	-	-	1,000 00	
Salem,	-	-	-	-	-	650 00	} Wm. S. Nicholls.
Newburyport,	-	-	-	-	-	350 00	
Portsmouth,	-	-	-	-	-	600 00	
Salem,	-	-	-	-	-	777 50	
						<u>\$11,877 50</u>	

Part of the above were exchanged with John Peabody, but there is no entry to whom, except those to Wm. S. Nicholls. The \$12,000 draught on New York, I stated to the committee had been disposed of for \$3,000 specie, and \$9,000 District funds.

5. In the fifth specification required, I cannot say that any draught deposited in banks has been drawn out by checks for which a premium has been received. Checks on Philadelphia and Baltimore have been sold, but we had funds there not derived from the Post Office deposites. I stated in my letter of the 14th that the whole amount of such premiums was \$908 85.

There are two or three draughts that I do not find how they were disposed of, but it is most probable they were exchanged for notes of this bank when we were applied to from other banks. If they had been sold, I should have found some entry of them. We made none when an exchange for specie in whole or in part was made, nor when banks with whom we kept no accounts sent here to make exchange of notes.

I am, with respect,

E. ENGLISH, *Cashier Union Bank of Georgetown.*

FEBRUARY 22, 1816.

No. 12.

UNION BANK OF GEORGETOWN, *February 20, 1816.*

There stood to the credit of the General Post Office on the books of this bank:

1st October, 1814,	-	-	-	\$30,893 88
1st January, 1815,	-	-	-	11,204 34
1st April, 1815,	-	-	-	21,619 43
1st July, 1815,	-	-	-	28,281 17
1st October, 1815,	-	-	-	56,596 11
1st January, 1816,	-	-	-	61,334 87

The above shows the balances on hand at the several periods, but various checks were made on the bank which were not presented for payment until some time after date.

WM. THOMSON, JUN., *Book-keeper.*

No. 13.

SIR:

WASHINGTON, *February 19, 1816.*

I am directed by the Committee of Investigation to request that you will inform them whether any application has been made, by letter or otherwise, to the General Post Office Department, for the payment of the balance due to the United States from that Department in other money than that of the District of Columbia.

I have the honor to be, &c.

S. D. INGHAM.

Hon. A. J. DALLAS, *Secretary of the Treasury.*

No. 14.

SIR:

TREASURY DEPARTMENT, *February 21, 1816.*

I have the honor to acknowledge the receipt of your letter dated the 19th instant, requesting, on behalf of the Committee of Investigation upon the Post Office, information whether any application, by letter or otherwise, has been made to the General Post Office Department, for the payment of the balance due to the United States from that Department, in other money than the money of the District of Columbia.

In compliance with your request I have the honor to state that no application, by letter or otherwise, has been made to the General Post Office Department upon the subject of your inquiry. It appears, however, that a desultory, unofficial conversation passed between the Assistant Postmaster General and Mr. Sheldon, one of the chief clerks in this office, which may be considered as, in some degree, connected with your inquiry; and, therefore, I transmit to you Mr. Sheldon's statement of the conversation.

I am, very respectfully, sir, your most obedient servant,

A. J. DALLAS.

The Hon. S. D. INGHAM.

No. 15.

FEBRUARY 20, 1816.

A day or two before the close of the last year, Mr. Bradley, the Assistant Postmaster General, came to the Treasury to inquire whether a payment, which he was about to make into the Treasury, might not be made to the credit of the Treasurer in the Union Bank of Georgetown. Not being able to see the Secretary of the Treasury at the time, he came to me and made the inquiry. I told him, of course, that he could obtain a definitive answer only from the Secretary of the Treasury himself; but the principles which had regulated the deposits of public money here, as far as I understood them, were against the mode he proposed; as the Union Bank had hitherto only been employed to receive deposits of moneys loaned to the United States, by such persons as found it most convenient to pay the amount of their loans into that bank, but that moneys arising from revenue had never been deposited there. In the course of the conversation I told Mr. Bradley that I thought, since the difference in the value of money in different parts of the United States had arisen, the revenue derived from the Post Office ought, like the other revenues, to be paid to the Treasury at the places where it accrued, and was actually paid by the people. He said that it had heretofore usually been paid at this place, and that their operations were conducted upon the plan of continuing to make the payments in the same way; but that the mode could be changed, at least as to some parts of the Post Office revenue, if it should be thought necessary. He said that the postage was received by the Deputy Postmasters throughout the United States in all sorts of bank notes; and he supposed the Treasury would find an inconvenience in receiving them specifically. Some further conversation took place as to the power of the Postmaster General to give directions as to the kind of money to be received in payment of postage, and of the power of the Treasury to decide as to the kind of money to be received into the Treasury from him, when it should be other than the lawful money of the United States. But the whole of this conversation was desultory, and had not, at least in my estimation, any thing official about it. When Mr. Bradley left me, I was under an impression that he still meant to see the Secretary of the Treasury, as to the payment into the Union Bank; but I believe he did not see him afterwards. The payment was made on the same day, or the day following, of \$51,150 16, into the Bank of Washington, and \$23,849 94, into the Bank of Columbia. I do not recollect any thing further which is material to Mr. Ingham's inquiry.

DL. SHELDON, JUN.

No. 16.

WASHINGTON CITY, *February 22, 1816.*

SIR:

Yours of the 19th instant is received, requiring of me to state in writing "the mode of keeping the cash account in the General Post Office, and what the committee are to understand by my suggestion of a private account being kept by Mr. A. Bradley, between the General Post Office and banks or individuals;" in compliance with which I have to state, that the cash account is kept in a book called the cash book; where cash is debited for all moneys paid over to the General Post Office, on account, which includes remittances, payments into bank, by Postmasters, to the credit of the General Post Office; the appropriation for salary and clerk hire; and draughts on Postmasters, such as have been sold by Mr. A. Bradley, Assistant Postmaster General, either to banks or individuals; but cash is not debited for draughts on Postmasters, issued for the payment of contractors and agents of the Department. Cash is credited for all disbursements of the Department which are paid by Mr. A. Bradley, whether in specie, bank bills, or checks, to contractors and agents; for salary payments; for incidental expenses, &c.; also, for payments made to the Treasury of the United States. At the end of each quarter, the balance is struck between the debits and credits, which balance exhibits the amount of cash in the hands of the Postmaster General; or, as is understood, in the hands of Abraham Bradley, Jun., Assistant Postmaster General; who, for years past, has been intrusted with keeping the cash and the cash account. The cash book has of late years been considered a journal, or a part of the journal, and as such is posted into the ledger, where the same quarterly balances are exhibited as in the cash book. I am not able to state how the cash account is kept between the General Post Office and the banks, for this business of course devolves on Mr. Bradley, and the duties assigned to me require not that knowledge; nor has my curiosity led to it. Indeed, it has been my impression that the books which he may have kept for that purpose were so far private as to make it improper for me to inspect them without his permission. I have already observed that the balance per cash book shows what amount is in the hands of the Postmaster General, or rather his assistant Mr. Bradley; but neither the cash book nor ledger will show the precise situation of the moneys—as what is in deposit at the different banks, and how much in the iron chest of the office; for the bank accounts are not posted into the ledger.

From what has been advanced in relation to the accounts kept by Mr. A. Bradley with the several banks having deposit moneys of the General Post Office, it is presumed the honorable committee will understand in what point of view I consider those accounts kept private. It has been stated by Mr. Howard, (clerk in the General Post Office,) that, having occasion to point out to him what kind of entries in the cash book required a voucher in making out our accounts with the Treasury, I also told him that a certain description of the entries did not require any, and gave him to understand that such were kept private, &c. That the committee may fully understand me on this point, I think it proper to state that such entries are for draughts on Postmasters, drawn by Mr. A. Bradley, Assistant Postmaster General, and sold by him to banks or individuals, and for which the Postmasters receive a credit, and cash is debited for the amount; thus far it becomes a public account, and is kept as such. But in relation to the

negotiation between Mr. Bradley and the purchaser, it may be otherwise; as, for instance, if the draught is obtained wholly or partially on credit, it might require an account to be kept, which I consider as a private account of his, whether the same is made to appear on the ledger or not.

I am, very respectfully, your obedient servant,

SETH PEASE.

To Hon. S. D. INGHAM,

Chairman of the committee appointed to inquire into the fiscal concerns of the General Post Office.

No. 17.

In the first stage of the business about the fiscal concerns of the General Post Office, and while the subject of investigation was before the Committee of Post Offices and Post Roads, Harvey Bestor, a clerk in the General Post Office, volunteered several conversations with me on the pending inquiry; he said, in one of the interviews, "that Mr. Bradley (meaning A. Bradley, Jun. Assistant Postmaster General) was, in his opinion, as honest a man as any in the country; and that he did not believe he ever did a dishonest act in his life; that he was obliging to every person in the office about advances and every thing else; and that they acted very wrong in injuring such a man; and that he had told them so a number of times, but they would not stop with all he could say." I inquired of him whom he meant. He said "those in the big room." I observed that there were several in that room, and I asked him whether he meant all? He said "that he meant Mr. Edwards and Mr. Hewitt, as the most active among them; and that there was one at the west end of the office who I guess is worse than they." I asked him what their object was; he said "to turn out Mr. Bradley; but he told them that they would not succeed, and that they ought not to."

A few days after he said "that he was to be turned out, he was told, for siding with Edwards and Hewitt." I inquired who said so. "I don't like to tell," he replied. I pointed out Edwards and Hewitt as the informants; he said "it was very true the story came through them, but somebody else told them so, and he supposed it was true." I then observed there was no data for such a declaration, and that their object was to obtain his co-operation; learning soon after, from a confidential source, that he began to act with those men, Edwards, and Hewitt, and Howard, I had no further conversation with him until the 7th of February. I met the Postmaster General and Bestor in the passage; the Postmaster General there told Bestor that he wished him to make out a statement and hand it to me, relative to the proportion of bank notes received by him from Postmasters of such part as was above par, such as was below par, and such as was District or equal to District paper.

I observed to Bestor that he had two facts on which he could found an estimate; the one was the case of General Mason, the other was that of Mr. Pease, if he thought those fair comparisons. He came to my room within an hour, and said, that "the fact and public opinion so much disagreed, that he did not know what to do." I observed that public opinion I knew not, and that the Postmaster General wanted the facts alone to show to the committee. Just before 3 o'clock, he returned again, and said that he "really did not know what to do; for the fact was that there was but a small proportion of good or Eastern money, and that the public opinion made it a great deal; and that he should like to see the statement of Mr. English and Mr. Mackall (Officers of the Union Bank) before he made his." I told him he could not be indulged with their perusal, as the Postmaster General wanted a statement from him, founded on his best judgment, and that I should want it the next day. About 1, P. M. on the next day, he came again to my room, and said, "he could not make out a statement that would do; for the fact and public opinion was wider than he thought they were yesterday, and that Mr. Edwards insisted upon it that there was a great deal more Eastern paper than there really was, and that he had told Mr. Edwards so, and besides he had handed to Mr. A. Bradley a list from his books that he guessed might answer." I then told him that that list was useless, inasmuch as I should place his book before the committee, and that he could make the statement in fifteen minutes, if so inclined; and I urged him to have one ready the next morning, that I might hand it, with many other papers, to the committee. The morning came, and he was still unprepared, and said, "he could not make one to suit." I inquired what he meant by so saying; he said that "he did not like to say," and left me distinctly to understand that it was Edwards whom he could not suit with the statement. I have detailed the substance of his (Bestor's) remarks, and I believe of his words.

PHINEAS BRADLEY.

WASHINGTON COUNTY, *Columbia District:*

This 11th day of March, 1816, personally appeared before me, the subscriber, a Justice of the Peace in and for the said county, Doctor Phineas Bradley, who made oath on the Holy Evangelists of Almighty God that the within statement is just and true as it stands stated, to the best of his knowledge and belief.

JAMES M. VARNUM, J. P.

No. 18.

GENERAL POST OFFICE, *March 11, 1816.*

SIR:

I herewith return the papers and documents which you sent me from the Committee of Investigation; also a letter from Mr. Bradley, Assistant Postmaster, to me, for the perusal and consideration of the committee. Although Mr. S. Pease and Mr. Bestor have not, in their testimony, as regards myself, related correctly, yet I shall not make any comments. Permit me to refer you to my letter of the 5th of February, to which, I think, the testimony conforms, and to which I only add, that, subsequent to that time, I have, upon request of the commissary general of prisoners, drawn for, and appropriated to his (public) use, thirty-five thousand dollars.

Respectfully, your obedient servant,

R. J. MEIGS, JUN.

Hon. S. D. INGHAM, *Chairman of the Committee of Investigation, &c.*

No. 19.

GENERAL POST OFFICE, *March 20, 1816.*

SIR:

The proposal of George Williams, Hazlewood Farish, John Davis, and William Crawford, was accepted in the autumn of 1813, for the due transport of the mail between the city of Washington and Fredericksburg, Virginia, and a contract was entered into with those gentlemen, to take effect on the 1st of January, 1814, and to continue until the 31st of December, 1816, at the rate of \$3,300 per annum. The parties understood, at the time of contracting, that they were to carry the letter mail on horseback, and the newspapers in stages. When the state of the roads was such as to prevent the regular transport of the mail by stages, in conformity with the schedule annexed to the contract, that post route was thus divided by the contractors: Messrs. Davis and Crawford were to transport the mail between Washington city and Alexandria, at the rate of \$800 per annum, and Messrs. Farish and Williams were to have \$2,500 for the transport of the mail between Alexandria and Fredericksburg. In the month of November, 1813, that part of the route from Alexandria to Dumfries was assigned to Col. John Tayloe. The contract, it will be observed, had not yet commenced. Late in the month of November, 1813, this office was advised by the Secretaries, and it is believed by the President, to send the entire mail, newspapers as well as letters, with the greatest practicable speed during the state of war. With a view to do justice between the public and individuals, an agent of this office was instructed to make an estimate of the expense that would be necessarily incurred

by sending the entire mail in curricles at all seasons of the year, the mail being altogether too large to be transported on horseback. His estimate was compared with two others made in the office, and found to be judicious.

A new system was then agreed on, and it was decided that the entire mail should be carried at all seasons of the year, and an adequate compensation, as was supposed, was allowed for that service. Colonel Tayloe engaged to transport the mail on his part, and Messrs. Williams and Farish on theirs, in curricles. On my arrival in this office, it was intimated to me that Colonel Tayloe did not carry his mail with regularity; he stated that every practicable exertion was made, though sometimes unsuccessful. At length we undertook to transport the route assigned to him through our agent; he succeeded tolerably well, but the business was found to be both troublesome and expensive. I therefore sold the property belonging to the office to Colonel Tayloe, and entered into a new contract with him, which was unquestionably advantageous to the public, and he has carried the mail punctually. The steamboat has destroyed all the profits of stages between Alexandria and Fredericksburg; in fact, I understand that the proprietors have now decided not to run stages on that route any more, and they have no alternative but to carry the mail in curricles at a great expense.

This statement is substantially the same as that made by Doctor Bradley on Tuesday last to your honorable committee.

I have the honor to be, respectfully, sir, your obedient servant,

R. J. MEIGS, JUN.

HON. SAMUEL D. INGHAM, *Chairman of the Committee of Investigation.*

15th CONGRESS.]

No. 35.

[1st Session.]

INDEMNITY FOR MONEY LOST IN THE MAIL.

COMMUNICATED TO THE SENATE, JANUARY 19, 1818.

The Committee on Post Offices and Post Roads, to whom was referred the petition of Alan Farquhar, of the State of Ohio, respectfully report:

That the petitioner declares, under oath, that he did, in June last, enclose in a letter six hundred dollars, which letter and enclosure he delivered to Anderson Judkins, to deposit in the Post Office at Steubenville, to go by mail to the city of Philadelphia. The said Judkins testifies that he delivered said letter to the Postmaster at Steubenville, or some person acting in his place. A certificate from a number of inhabitants of said State, that said "Farquhar is a respectable citizen, in whose statements every confidence may be placed," accompanies the petition.

This sum of six hundred dollars Mr. Farquhar prays Congress to reimburse him.

Admitting the facts to be as above stated respecting the loss of the money, the committee are of opinion that it forms no solid ground for a claim upon the United States. Government established the Post Office Department for the accommodation of the citizens, but it never intended to become *responsible* for the safe transmission and delivery of all letters and packages intrusted to this mode of conveyance; such a course would subject it to innumerable impositions. All that it promises, and all it can perform, is to endeavor to employ none but faithful agents; to dismiss and bring to condign punishment such as are found unfaithful; and, if possible, to recover and restore any property which may have been embezzled.

The committee, therefore, recommend for adoption the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

15th CONGRESS.]

No. 36.

[1st Session.]

PROPOSITION TO ESTABLISH A BRANCH OF THE GENERAL POST OFFICE IN ONE OF THE WESTERN STATES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 11, 1818.

MR. INGHAM, from the Committee on Post Offices and Post Roads, to whom was referred a resolution to inquire into the expediency of establishing in one of the Western States a branch of the General Post Office, for the purpose of making contracts for the conveyance of the mail, and to correct abuses in that Department, reported:

That, in an establishment of such extent as that of the General Post Office of the United States, it is not to be expected that the most perfect system of responsibility, executed with the most untiring vigilance, could at all times secure the public from every species of irregularity and abuse; and when it is considered how many persons are employed as Postmasters, whose emoluments offer no inducement to a diligent attention to their duties in the appointment of whom in sparse settlements there is often not an alternative in the choice; and also that the rapid extension of the post routes requires, annually, the employment of untried mail carriers, whose want of experience or capacity, and the frequent interruptions from bad roads, high waters, and various accidents to which such undertakings are always liable, cannot fail to occasion irregularities in the progress of the mails. It is a matter of gratulation and surprise that so few interruptions and losses are experienced.

The committee are not aware of any thing peculiar in the situation of the Western States that demands an alteration of the establishment with respect to them; nor have they been able to discover by what means a division of it in the manner suggested by the resolution, by locating one branch remote from the seat of Government, and consequently more difficult of access to the Representatives even of the States for which it might be established, would secure a more effective responsibility than when the whole is subject to the immediate direction and inspection of a general head, where the advantages of long experience are strengthened by a uniformity of proceeding, and secured by the direct responsibility of that head to the executive and legislative branches of the Government. The

committee have not been apprized of any abuses which may have led to the resolution under consideration; they are consequently ignorant of any facts which would go to show that a division of the Post Office establishment would in any degree remedy the evil; and without knowing of the existence of such an abuse if it exists, or of any circumstances attending it, they think it would be premature to attempt a remedy which might not have the remotest application to the case, while it would probably produce other evils of much greater magnitude than any that may have been complained of. They therefore submit the following resolution, viz:

Resolved, That it is inexpedient to establish a branch of the General Post Office in any part of the United States.

15th CONGRESS.]

No. 37.

[2d SESSION.]

COMPENSATION OF POSTMASTERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 15, 1819, BY THE CHAIRMAN OF THE COMMITTEE ON THE POST OFFICE AND POST ROADS.

GENERAL POST OFFICE DEPARTMENT, *February 15, 1819.*

SIR:

You will observe by the enclosures, which I have the honor to transmit to you, as chairman of the Committee on the Post Office Establishment, that I am desired by the Postmasters of several of the larger cities to invite the attention of Congress to the inadequacy of their compensation, as fixed in the year 1810, and also to the disparity between that compensation, restricted to \$2,000 per annum, and those of certain officers of the customs, and others of subordinate grade, receiving \$3,000, whose duties and responsibility would not, it is conceived, be found, on comparison, greater than those of the Postmasters of the principal cities of the United States. They also represent, and, I admit, truly, that the labors of their offices have considerably increased, and that much duty is necessarily required of them late at night, and before daylight in the morning, as well as on the Sabbath, when most other men are at rest. On these grounds, superadded to that of the well-known increase of the expenses of living, in large cities particularly, since the year 1810, they solicit a suitable increase of compensation; or, if it shall not be the pleasure of Congress to grant that, specifically, they pray the repeal or modification of the restriction before stated, in consideration of the change of circumstances since that restriction was imposed, and of the inconsiderable amount that would be relinquished by the Government under such repeal.

However worthy of favorable consideration the case of these Postmasters may be considered by Congress, it is neither my province nor intention, to propose the allowance of any specific annual salary. The mode of compensating this description of officers, by way of commission, proportioned to their actual duties and responsibility, and by making special allowances adapted to circumstances, (the only mode which the Post Office committees, or the head of this Department, have ever recommended,) is perhaps better and more just in principle than any other, provided a fair and reasonable compensation, and such only, be thereby afforded; but whether the restriction to \$2,000 in the year 1810 ought now to be continued, under the change of times and circumstances, is for Congress to decide; and, in relation to that decision, it is deemed proper that I should state that a few of the larger offices only have yet been affected by the restriction in question, or reached the limit, after deducting their expenses, and these only to the amount of a few hundred dollars a year; nor does it seem probable that there will be any such future surplus as to require the control of Congress, which can at any time, when necessary, be exercised on the subject. But this inconsiderable amount of excess, which has hitherto been refunded, though unimportant to the Government, it might be desirable to the officers refunding it to retain, and I must confess that I think it would be well deserved for the increased duties, and the unreasonable hours of their performance, which, with the view of effecting improvements in the Department, by accelerating the transportation of the mails, and otherwise promoting the public interest and convenience, have been enjoined on the principal officers since their compensation was restricted by the act of 1810. I do, therefore, with entire deference, however, to the will of Congress, recommend the repeal or modification of the 40th section of that act, as prayed by the petitioners, with a limitation to such sum as Congress may think proper, not exceeding \$3,000 per annum; to which effect I have the honor to submit a section, to be added, if approved, to the Post Office or other suitable bill now pending in Congress.

I have the honor to be, with very respectful consideration, sir, your most obedient servant,

R. J. MEIGS, JUN.

The Hon. ARTHUR LIVERMORE, *Chairman of the Post Office Committee.*

15th CONGRESS.]

No. 38.

[2d SESSION.]

GUARDS FOR THE MAILS.

COMMUNICATED TO THE SENATE, FEBRUARY 16, 1819.

Mr. STOKES made the following report:

The Committee on Post Offices and Post Roads, to whom was referred a resolution of the Senate of the 4th instant, instructing them to "inquire into the expediency of authorizing the Postmaster General to employ an armed guard for the protection of the mails of the United States, on such mail routes as he may deem necessary," have attended to the duty assigned them; and, upon consulting the Postmaster General, and weighing the reasons contained in his letter to the committee on the subject, they are of opinion that so many difficulties exist in the case as to render any additional provisions unnecessary; they therefore report the following resolution:

Resolved, That it is not expedient to authorize the Postmaster General to employ an armed guard for the protection of the mails of the United States.

GENERAL POST OFFICE, February 10, 1819.

SIR:

I had the honor to receive yours, enclosing a resolution of the Senate, instructing the Committee on Post Offices and Post Roads "to inquire into the expediency of authorizing the Postmaster General to employ an armed guard for the protection of the mails of the United States, on such mail routes as he may deem necessary."

I have, in reply, to state the following facts and considerations, which naturally produce two separate views of the subject: one, of augmentation of expense; and the other, an uncertainty of securing the mails by the employment of armed guards. The resolution proposes to leave it discretionary with the Postmaster General on what mail routes to employ such guards.

It may not be easy to decide at what point to commence or to terminate the employment of guards; and it will be impossible for the pecuniary receipts of the Department to defray the expenses on any considerable portion of the stage routes alone, on which stages run more than ten thousand miles per day; even the stage fare of the guards would be very expensive. The qualifications of such guards should be, fidelity, vigilance, and courage; for the use of which they have always demanded, and received, high compensation.

On the complete exercise of those qualities would depend the whole security of the mail, as the guard would possess a complete power over the mail carrier and the mail; and, if unfaithful, might effect the most extensive depredations on its contents; and, in proportion to the numbers employed, would be the hazard of their unfaithful conspiracy against the safety of the mails. If the system of employing armed guards be once adopted, it could never, with safety, be abandoned; such abandonment would operate as an inducement to attempt, so far as the opinion (of the efficacy of guards) might prevail, with those who might be disposed to seize the mails. If one portion of roads only should be guarded, it would seem that while such were protected, the guardless portions were devoted to the chance of enterprise. It is obvious that if there should be a guard of two, it would require four, as two must sleep at quarters while the others were on duty; and a guard of two might be surprised and overcome by three, which would be numerically a fourth less than the whole guard actually employed. In fine, it may be asked who is to guard the guards?

The cessation of wars in Europe, and other causes, have produced a migration to our shores of numbers of desperate characters, and others necessitous and urged by poverty, which, added to profligates of our own nation, are dispersed in the community; and, being indisposed to self-support by honest means, with a dexterous audacity, depredate on the property of others, public and private. There have been (since the establishment of the Post Office Department,) not more than three different occasions when guards have been employed for a short time; during which the expenses have been very great. Almost every citizen has an interest in the safe transportation of the public mails, is indignant at its robbery, and much more so when committed by violence: hence, the efforts always made by the citizens to apprehend such as rob the mails, to which they are also stimulated by suitable rewards.

Since I have been at the head of this Department, not one instance of a violent robbery of the mail has occurred, where the perpetrators have escaped apprehension, conviction, and punishment.

It may not be desirable in this nation to see the employment of an armed physical force to protect the operations of civil Government, to the distrust of the civic virtues and moral energies of the people, unless in cases of emergency, and unless the efforts of those virtues and energies should fail of their proper consequences, and demonstrate that a reliance on them would be fruitless and deceptive.

Respectfully, your obedient servant.

R. J. MEIGS, JUN.

The CHAIRMAN of the Committee on Post Offices and Post Roads.

15th CONGRESS.]

No. 39.

[2d SESSION.]

RECEIPTS AND EXPENDITURES OF THE POST OFFICE DEPARTMENT, FROM ITS ESTABLISHMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 20, 1819.

Mr. HUBBARD, from the committee on so much of the public accounts and expenditures as relates to the Post Office, respectfully reported:

That they have examined into the state of the accounts and expenditures of the General Post Office, as minutely as time and their other relative duties would permit.

The first object to which your committee turned their attention, was to ascertain the actual state of the funds of this Department, by examining into the accounts of moneys received and expended from year to year, since the establishment of the Post Office, and the disposal made of the proceeds thereof.

Second, To ascertain the nature and character of all expenditures, and whether the several claims upon the Department were supported by sufficient vouchers; and the various expenditures and payments justified by law; and

Third, Whether any, and what, retrenchments could probably be made in the Post Office Department, without detriment to the public interest; and whether any, and what, alterations in the organization of the Department would add to the accountability of its officers, and contribute to the security of the public revenue accruing from the postage of letters.

With a view to facilitate the object of these inquiries, your committee addressed the letter, marked A, to the Postmaster General; to which letter an answer was received, marked B. Your committee also directed a letter to the Register of the Treasury; the answers to which are subjoined, and marked D and E.

The table No. 1 shows the produce and expenditures of the present Post Office establishment from its commencement in 1789 to January 1, 1818, (a period of about thirty years,) including a statement of the payments made to the Treasury up to the 1st day of January, 1819. The books of the office show an outstanding balance on the 1st of October, 1818, of \$542,884 83; consequently, this statement is intended only to exhibit the amount of postages due the General Post Office, and the apparent yearly nett revenue during the period aforesaid. Of this outstanding debt near one-half has been paid over to contractors for carrying the mail, who have not yet received credit for the services rendered on the books of the office. Such is the great increase and multiplication of post routes, and the extent of country over which post roads are established, stretching from one extreme of the United States to the other; so great the number of Post Offices, (already amounting to three thousand six hundred,) and those daily increasing, many of which do not afford an average balance of one dollar per quarter, that it has hitherto been deemed advisable, for reasons satisfactory to your committee, to permit the balances in offices remote from the General Post Office to accumulate, and remain in the hands of the Postmaster, until drawn for to meet local expenditures. Considering the hazard of remitting small sums by mail, the difficulty of making those remittances in paper, current at

the seat of Government, and the convenience of having a fund upon which to draw in favor of distant contractors, the payment of whose claims would otherwise subject the General Post Office to the risk of a double remittance; this regulation, properly restricted, seems to your committee salutary and necessary.

The amount of the outstanding debts appears to be large; but when it is considered that this sum has been accumulating for thirty years, that the sum total of postages charged amounts to near twelve millions of dollars; also, taking into consideration the difficulty and delays attending collections, the losses by bankruptcies, and other casualties, to which a system of such magnitude and wide extent must almost necessarily be subject, it is not surprising that heavy balances should still be due to the General Post Office. The quarterly returns from Postmasters for the year 1818 not having been all received, the amount of postages for that year cannot be stated.

Table No. 2 exhibits a statement of the amount of the annual receipts and expenditures of the General Post Office, from 1814 to 1818, inclusive, with the amount paid into the Treasury in each year.

Statement No. 3 contains a list of all deposits made on account of the General Post Office in the banks of the District of Columbia, with the date of each deposit, from January 1, 1814, to December 31, 1818, inclusive; and the amount of draughts made on said banks by the General Post Office during that period.

The following is a statement of receipts and expenditures of the General Post Office, from the 1st day of Jan., 1814, to the 1st day of January, 1819, viz:

Cash remaining on hand unexpended January 1, 1814,	-	-	-	-	-	\$71,264 94
Cash received in the year 1814,	-	-	-	-	\$540,906 37	
Cash received in the year 1815,	-	-	-	-	643,443 97	
Cash received in the year 1816,	-	-	-	-	759,743 33	
Cash received in the year 1817,	-	-	-	-	729,232 74	
Cash received in the year 1818,	-	-	-	-	711,880 69	
Receipts of cash in the years 1814, 1815, 1816, 1817, and 1818,	-	-	-	-	-	3,378,207 10
						3,449,472 04
Expenditures in the year 1814,	-	-	-	-	545,215 88	
Expenditures in the year 1815,	-	-	-	-	512,214 90	
Expenditures in the year 1816,	-	-	-	-	601,230 14	
Expenditures in the year 1817,	-	-	-	-	669,501 13	
Expenditures in the year 1818,	-	-	-	-	729,137 70	
					3,057,399 75	
Payments made to the Treasury during the same period,	-	-	-	-	379,340 44	
Aggregate of expenditures and of moneys paid into the Treasury, for the five years ending January 1, 1819,	-	-	-	-	-	3,436,740 19
Leaving a balance in the General Post Office, on the 1st day of January, 1819, of	-	-	-	-	-	\$12,731 85

The aggregate amount of nett revenue from the origin of the establishment up to 1st of January, 1818, as far as the same has been ascertained, after deducting the compensation to Postmasters, cash paid for the transportation of the mail, and all contingent and incidental expenses, is estimated at \$1,588,264; the aggregate of payments into the Treasury amounted, on the 1st day of January, 1819, to \$1,181,728, leaving \$406,536, which constitutes a part of the outstanding debt before mentioned; the nett revenue being stated from the quarterly returns of the Postmasters, and not from the balances actually received at the General Post Office. The nett revenue for the year 1818 is not yet ascertained, the quarterly returns of the Postmasters not having yet been all received.

In prosecuting their inquiries, your committee were in hopes to have been enabled to examine, in detail, all contracts with mail carriers, the various charges allowed, and items of expenditure, in order to judge of their propriety. It also appeared important to your committee to satisfy themselves of the character and amount of the several claims from time to time paid and discharged by the General Post Office, and of all its expenses of whatever nature, as well with a view to determine whether the said expenditures were justified by law, and whether any, and what, provisions are necessary to be adopted to provide more perfectly for the proper application of the public moneys, and to secure the Government from demands unjust in their character, or extravagant in their amount," as to report whether, in the opinion of your committee, any, and what, retrenchments could be made in the said expenditures, without detriment to the public interest; but, after a patient and laborious investigation, your committee were reluctantly compelled to abandon the object. They were convinced, from research, that to examine the immense mass of receipts and other vouchers, offered for their inspection, to compare them with the corresponding entries in the books of the office, and make the necessary computations, could only be effected by many months' vigilant attention and labor. This part of the inquiry, therefore, which your committee had marked out for themselves, was abandoned as impracticable. Provision, however, is made by law for the protection of the public revenue accruing through the Post Office, and guarding against any abuses of trust. By the act regulating the Post Office Department it is made the duty of the Postmaster General, once in three months, to render to the Secretary of the Treasury a quarterly account of all receipts and expenditures, to be adjusted and settled as other accounts, and duplicates of all contracts for carrying the mail are required to be lodged in the office of the Comptroller of the Treasury; these accounts, it appears, have been settled to the 31st December, 1814, and those for the year 1815 are in a course of examination; they are now rendered, as appears by the letter marked B, up to June 30, 1816. By the letter marked B, it appears that the accounts of the General Post Office have been rendered to the Treasury to the 31st of March, 1816, including Postmasters' accounts to December 31, 1815, and that they are in a state, with very little additional labor, to be rendered to the 30th of September, 1818. It is to be hoped, therefore, that by the next session of Congress the House will have satisfactory information upon the several subjects herewith submitted.

Your committee beg leave to suggest that the only revenue accruing from this Department arises from the collection of postages. The moneys are remitted to the Postmaster General, whose duty it is to pay all expenses which arise in conducting the Post Office. The act regulating the Post Office makes this duty imperative. It is believed that this is the only Department under our Government which is by law obliged, or even permitted, to receive and disburse moneys. By a letter from the Secretaries of the several Departments, respecting the accountability of public officers and agents, laid before the House of Representatives by the chairman of the Committee of Ways and Means, January 21, 1817, this feature in the organization of the Post Office Department is considered as anomalous and defective; and in order to subject the payment of money in that Department to the checks to which all other payments of public money are subjected, they recommend that the sums arising from the postage of letters be paid directly into the Treasury. Your committee think there is great force in these suggestions, and that many advantages would result from the proposed alteration. They therefore respectfully submit to the consideration of the House the propriety of so amending the act regulating the Post Office establishment, as to make it the duty of the Postmaster General to pay over all moneys received, at the General Post Office, for postages, forthwith to the Treasurer, who shall receipt the same; and that all disbursements shall be made upon warrants drawn by the Postmaster General, the account or demand having first been duly certified by the Postmaster General, or senior assistant, and audited and allowed by the proper accounting officers of the Treasury, as other accounts are adjusted and settled. For this purpose your committee beg leave to report a bill.

A.

WASHINGTON, February 1, 1819.

SIR: In addition to the request which I had the honor to make on Saturday last, I am instructed to ask for information on the following points, viz:

1st. What is the aggregate annual amount of postages received at the several Post Offices in the United States, at the end of each year, since the establishment of the General Post Office Department, as appears by the returns of the respective Deputy Postmasters?

2d. What are the several annual amounts of receipts and expenditures of the General Post Office, from the said several Postmasters, since January, 1814, and what was the amount of receipts then on hand?

3d. Have the quarterly returns all been received up to the 1st of January, 1819; if not, to what period have they been returned?

4th. What is the aggregate amount of compensation paid to the several Deputy Postmasters in the United States? what of moneys paid for the transportation of the mail within the United States; and what is the aggregate of incidental expenses?

5th. To what period have the General Post Office accounts been rendered to the Secretary of the Treasury? what have been the respective sums paid over to the Treasury Department; and what are the dates of the respective payments?

6th. What appears to be the balance due the General Post Office for postages, on the first day of January, 1819? and what was the amount of cash remaining in the General Post Office on that day, or up to this time?

7th. Up to what time are the respective accounts of the Deputy Postmasters examined and posted?

8th. What is the amount of annual nett receipts of the General Post Office; and if, after payments to the Secretary of the Treasury, any balances have remained, or moneys have been subsequently received, what is the amount? and what disposition has been made of the same from time to time?

9th. Have moneys of the General Post Office been deposited in any bank or banks at the seat of Government? and what has been the practice of the Department in relation to deposits; are they made in one particular bank? if not, please inform in what banks deposits are made, and the amount deposited in each, with the date of each deposit?

10th. Are any of the Deputy Postmasters authorized or directed to make deposits, to the credit of the General Post Office, in the State banks, or in any of the offices of discount and deposit of the United States Bank?

11th. What inconvenience would arise from directing the proceeds of the Deputy Post Offices in Boston, New York, Philadelphia, Baltimore, and Charleston, to make weekly deposits to the credit of the General Post Office, transmitting to the General Post Office, as remittances, receipts for each deposit?

I am aware of the practice of the Department in permitting country Postmasters to retain balances due the General Post Office, sometimes during the lapse of several quarters, owing to the difficulty of remitting small sums in current paper, and to the convenience these several funds afford of making draughts in favor of mail contractors, to whom the General Post Office may be indebted. Please to explain in few words your ideas of this policy, and state, if you please, the amount of one of the smallest quarterly balances due the United States from any one or more Post Office, or Post Offices, in any section of the Union.

I hope these several inquiries will receive your early attention, and that I may be favored with an answer to them with as little delay as possible.

I have the honor to be, very respectfully, sir, your most obedient servant,

T. H. HUBBARD.

Hon. R. J. MEIGS, JUN., *Postmaster General.*

B.

GENERAL POST OFFICE, February 11, 1819.

SIR: I have the honor to state, in answer to the several questions which you have proposed to me,

1. That the enclosed table, marked No. 1, contains an account of the annual produce of the Post Office Department; the amount of the compensation of Postmasters; the incidental expenses; the expense of transporting the mail; the nett revenue; and the amount paid into the Treasury in each year, from 1789 to 1817, inclusive. This table was prepared for a printed publication, and the several items are expressed to the nearest dollar, only omitting the parts of a dollar.

2. The annual amounts of the receipts and expenditures of the General Post Office for the years 1814 to 1818, inclusive, are contained in table No. 2.

3. Accounts are received from most of the Post Offices, up to October 1, 1818, and many up to the 31st of December, 1818; the former are examined, and the latter in a course of examination. The number not rendered from different offices, to the 30th of June last, was 1,184; many of them are rendered since, but it would take more time than you have allowed to ascertain the number now deficient.

4. Answers to these questions are contained in table 1.

5. The accounts of the General Post Office have been rendered to the Treasury up to the 31st of March, 1816, including Postmasters' accounts to December 31, 1815.* They are in a state to be rendered to the 30th of September, 1818, with but little additional work, excepting the deficiency of a few receipts for each quarter. It has hitherto been found impracticable to obtain all the necessary vouchers within two or three years after the payments have been made. On that account they have rarely been sent to the Treasury in a shorter time. This arises from the distance where many of the contractors reside, and who are paid through draughts upon Postmasters and other remittances.

6. The books of this office show an outstanding balance on the 1st of October, 1818, of \$542,884 83. This balance was not all of it actually due at that time, some of it having been paid to contractors on account for services rendered, but who had not received credit for the service, owing to the price not being fixed; other considerable payments to contractors, which were then in advance, are balanced by services since that period.

7. Postmasters' accounts have been examined up to the 30th of September, 1818, but are not posted into the ledger later than to the 30th of June last. The books of the office are, in other respects, posted up to the 1st ultimo.

8. Answers to these questions are contained in No. 2 and No. 9.

9. No. 3 contains a list of all deposits made on account of this office in banks of the District of Columbia, with the dates of deposit, from January 1, 1814, to December 31, 1818, inclusive.

10. The Postmasters at the principal or most productive offices deposit their balances in the Bank of the United States, or its branches, to the credit of this office; and all the Postmasters in the State of Connecticut deposit their quarterly balances in the branch bank at Middletown. But this plan has not hitherto been extended further, on account of the difficulty of procuring such notes as the United States Bank will receive. It is proposed to extend the regulation to other offices as soon as it is practicable.

11. No inconvenience would arise from directing the Postmasters at Boston, New York, Philadelphia, and Baltimore, to deposit the Post Office moneys collected by them every week, deducting first their commissions and expenses; but the greater part of the postages are paid monthly at those offices, and a deposit at the end of each month would be sufficient.

12. There are many Post Offices very remote from this office, and from places of commerce, which, although a convenience to the neighborhood, produce very little postage. It has been the practice, in such cases, to allow

* Since the above was written, another quarter's accounts has been rendered, including the transactions of this office to June 30, 1816.

the balances to accumulate in the Postmaster's hands, until the amount becomes sufficient to be worth drawing for, in favor of the mail carrier. Several Post Offices do not produce one dollar per quarter on the average. There are many cases where the Postmaster is neither required to remit to this office or to a bank, on the ground that the money is wanted to pay the carrier on the route, and, drawing for it saves the hazard of double remittance; that is, from the Post Office to the General Post Office, and from thence back to the carrier. If balances could be always remitted with safety to this office, or to a bank, and back to the mail carrier, a regulation to that effect would be useful. This is not the case, and no general rule on the subject seems advisable.

The amount of the outstanding debt has probably given rise to this inquiry; but it should be considered that it arises from a large establishment, and does not much exceed the produce of six months. A considerable part, nearly half, is not due from Postmasters, but has been collected and paid over to contractors, and a considerable portion of the amount nominally on advance to contractors is not really such, as has been previously explained. There are 3,600 Post Offices scattered over a great country; on some of its various parts scarcity of money, from various causes, is constantly felt. The establishment has existed thirty years, and the balance has been accumulating from its commencement; the proportional balance remaining, however, much the same in different periods. Some Postmasters, as well as other men, will become bankrupt, or die with Post Office moneys in their hands, and recourse to law, to sureties, to executors, and administrators, must necessarily produce delay. When a full view is taken of the subject, it will appear not only that vigilance is used here, but that the selections for office have been fortunate. The ascertained and probable losses are very inconsiderable. It may be asked what merchant or mechanic, what lawyer or physician, thirty years in business, can say his debts are paid within three or four months?

I have the honor to be, very respectfully, your obedient servant,

R. J. MEIGS, JUN.

HON. THOMAS H. HUBBARD, *Chairman.*

No. 1.

Table of the Post Office Establishment, showing its produce and expenditure, from 1789 to 1818, inclusive.

Years.	Number of Post Offices.	Amount of postages.	Compensation to Postmasters.	Incidental expenses.	Transportation of the mail.	Nett revenue.	Extent in miles of post roads.	Payments to the Treasury.
1789	75							
1790	75	\$37,935	\$8,198	\$1,861	\$22,081	\$5,795	1,875	
1791	89	46,294	10,312	3,092	23,293	19,597	1,905	
1792	195	67,444	16,518	5,282	32,731	32,913	5,642	
1793	209	104,747	21,646	5,660	44,734	32,707	5,642	\$11,020 51
1794	450	128,947	27,156	9,812	53,005	43,974	11,984	29,478 49
1795	453	160,620	30,272	12,262	75,359	62,727	13,207	22,400 00
1796	468	195,067	35,730	14,353	81,489	3,495	13,207	72,909 84
1797	554	213,998	47,109	13,623	89,382	63,884	16,180	64,500 00
1798	639	232,977	56,035	16,035	107,014	53,893	16,180	39,500 00
1799	677	264,846	63,958	14,605	109,475	76,808	16,180	41,000 00
1800	903	280,804	69,243	16,107	128,644	66,810	20,817	78,000 00
1801	1,025	320,443	79,338	23,363	152,450	65,292	22,309	79,500 00
1802	1,114	327,045	85,587	21,658	174,671	45,129	25,315	35,000 00
1803	1,258	351,823	93,170	24,084	205,110	29,459	25,315	16,427 26
1804	1,405	389,450	107,716	24,231	205,555	51,948	29,556	26,500 00
1805	1,558	421,373	111,552	26,180	239,635	44,006	31,076	21,342 50
1806	1,710	446,106	119,785	28,416	269,033	38,872	33,431	41,117 67
1807	1,848	478,763	129,041	32,093	292,751	24,378	33,755	3,614 73
1808	1,944	460,564	128,653	28,676	305,499	-	34,035	
1809	2,012	506,634	141,579	23,516	332,917	8,622	34,035	
1810	2,300	551,684	149,438	18,565	327,966	55,715	36,406	
1811	2,403	587,247	159,244	20,689	319,166	88,148	36,406	37 70
1812	2,610	649,208	177,422	22,117	340,626	109,043	39,378	85,039 70
1813	-	703,155	221,848	20,605	338,559	22,143	39,540	35,000 00
1814	-	730,370	234,354	17,170	475,602	3,244	41,736	45,000 00
1815	3,000	1,043,065	241,901	18,441	487,779	294,944	43,966	135,000 10
1816	3,260	961,782	265,544	16,508	521,970	157,760	48,976	158,852 03
1817	3,459	1,002,973	303,916	23,410	589,189	86,458	51,600	20,418 31
1818	3,618	-	-	-	-	-	-	20,070 00
Total, -								\$1,181,728 84

No. 2.

Statement of the amount of the annual receipts and expenditures of the General Post Office, from 1814 to 1818, inclusive, with the amount paid into the Treasury in each year.

January 1, 1814, -	Moneys on hand, -	-	-	-	-	\$71,264 94
	Amount of receipts in the year 1814, -	-	-	-	-	540,906 37
						612,171 31
	Amount of expenditures in 1814, -	-	-	-	-	\$545,215 88
	Paid into the Treasury the same year, -	-	-	-	-	45,000 00
	Balance on hand, -	-	-	-	-	21,955 43
						612,171 31
January 1, 1815, -	Moneys on hand, -	-	-	-	-	21,955 43
	Amount of receipts in 1815, -	-	-	-	-	643,443 97
						665,399 40
	Amount of expenditures in 1815, -	-	-	-	-	512,214 90
	Amount paid to the Treasury in the same year, -	-	-	-	-	135,000 10
	Balance on hand, -	-	-	-	-	18,184 40
						665,399 40

No. 2—Continued.

January 1, 1816, -	Moneys on hand, - - - - -					\$18,184 40
	Amount of receipts in 1816, - - - - -					759,743 33
						777,927 73
	Amount of expenditures in 1816, - - - - -	\$601,330 14				
January 1, 1817, -	Amount paid to the Treasury in 1816, - - - - -	158,852 03				
	Balance on hand, - - - - -	17,745 56				
						777,927 73
						17,745 56
January 1, 1817, -	Amount of receipts in 1817, - - - - -					732,232 74
						739,978 30
	Amount of expenditures in 1817, - - - - -	669,501 13				
	Amount paid to the Treasury in the same year, - - - - -	20,418 31				
January 1, 1818, -	Balance on hand, - - - - -	50,058 86				
						739,978 30
	Moneys on hand, - - - - -					50,058 86
	Amount of receipts in 1818, - - - - -					711,880 69
January 1, 1818, -						761,939 55
	Amount of expenditures in 1818, - - - - -	739,137 70				
	Amount paid to the Treasury in the same year, - - - - -	20,070 00				
	Balance on hand, - - - - -	12,731 85				
						761,939 55

No. 3.

List of deposits in the Union Bank of Georgetown, from 1st January, 1814, to 31st December, 1818.

January 1, 1814,	To balance on hand, - - -	\$64,948 29	Jan. 1, 1814. By am't of checks,	\$90,794 60
January 1, "	To deposit, - - -	10,000 00	Balance carried down,	55,904 45
January 1, "	ditto, - - -	1,028 57		
January 20, "	ditto, - - -	8,430 60		
January 27, "	ditto, - - -	2,920 00		
January 28, "	ditto, - - -	3,000 00		
January 29, "	ditto, - - -	6,556 92		
January 31, "	ditto, - - -	1,172 29		
February 5, "	ditto, - - -	220 00		
February 8, "	ditto, - - -	1,000 00		
February 9, "	ditto, - - -	2,485 00		
February 15, "	ditto, - - -	17,000 00		
February 16, "	ditto, - - -	11,800 00		
February 22, "	ditto, - - -	1,804 37		
March 2, "	ditto, - - -	3,168 57		
March 15, "	ditto, - - -	1,126 00		
March 17, "	ditto, - - -	1,729 34		
March 21, "	ditto, - - -	3,700 00		
March 24, "	ditto, - - -	1,811 13		
March 31, "	ditto, - - -	2,797 97		
		\$146,699 05		\$146,699 05
April 1, "	To balance brought down,	\$55,904 45	June 30, 1814. By am't of checks,	\$94,641 08
April 7, "	To deposit, - - -	7,461 78	Balance carried down,	30,782 88
April 9, "	ditto, - - -	2,500 00		
April 11, "	ditto, - - -	834 97		
April 12, "	ditto, - - -	1,656 30		
April 21, "	ditto, - - -	200 00		
April 25, "	ditto, - - -	8,371 14		
May 2, "	ditto, - - -	8,933 63		
May 5, "	ditto, - - -	17,994 00		
May 10, "	ditto, - - -	2,387 26		
May 13, "	ditto, - - -	4,110 27		
May 26, "	ditto, - - -	437 40		
May 26, "	ditto, - - -	3,250 98		
May 30, "	ditto, - - -	1,658 97		
June 4, "	ditto, - - -	2,966 29		
June 4, "	ditto, - - -	1,000 00		
June 17, "	ditto, - - -	715 00		
June 24, "	ditto, - - -	5,041 52		
		\$125,423 96		\$125,423 96
July 1, "	To balance brought down,	\$30,782 88	Sept. 30, " By am't of checks,	\$62,166 48
July 9, "	To deposit, - - -	4,121 31	Balance carried down,	27,445 15
July 11, "	ditto, - - -	4,511 03		
July 12, "	ditto, - - -	222 00		
July 18, "	ditto, - - -	3,992 96		
July 19, "	ditto, - - -	1,500 00		
July 21, "	ditto, - - -	636 71		

No. 3—Continued.

July 25, 1814,	To deposit, -	\$2,967 00		
July 26, "	ditto, -	974 68		
July 29, "	ditto, -	7,900 00		
August 2, "	ditto, -	2,234 02		
August 19, "	ditto, -	1,300 05		
August 20, "	ditto, -	5,500 00		
September 9, "	ditto, -	1,093 04		
September 16, "	ditto, -	5,798 20		
September 20, "	ditto, -	2,025 00		
September 28, "	ditto, -	3,076 07		
September 28, "	ditto, -	5,831 15		
September 28, "	ditto, -	5,845 53		
		<u>\$89,611 63</u>		<u>\$89,611 63</u>
October 1, "	To balance brought down,	\$27,445 15	Dec. 31, 1814. By checks this qr.	\$72,902 88
October 13, "	To deposit, -	980 00	Balance carried down,	6,209 77
October 13, "	ditto, -	9,746 26		
October 19, "	ditto, -	6,784 81		
October 26, "	ditto, -	2,525 45		
November 1, "	ditto, -	1,946 31		
November 9, "	ditto, -	5,500 00		
November 10, "	ditto, -	273 00		
November 11, "	ditto, -	5,551 32		
November 17, "	ditto, -	4,913 00		
November 21, "	ditto, -	1,025 00		
November 24, "	ditto, -	3,397 07		
December 8, "	ditto, -	3,475 28		
December 13, "	ditto, -	1,000 00		
December 14, "	ditto, -	1,118 00		
December 19, "	ditto, -	230 00		
December 27, "	ditto, -	700 00		
December 30, "	ditto, -	2,082 00		
December 31, "	ditto, -	500 00		
		<u>\$79,112 65</u>		<u>\$79,112 65</u>
January 1, 1815,	To balance brought down,	\$6,209 77	Mar. 31, 1815. By checks this qr.	\$49,154 79
January 5, "	To deposit, -	6,200 00	Balance carried down,	20,162 14
January 7, "	ditto, -	16,395 00		
January 14, "	ditto, -	930 00		
January 16, "	ditto, -	1,084 11		
January 25, "	ditto, -	1,000 00		
January 30, "	ditto, -	600 00		
January 30, "	ditto, -	450 00		
January 30, "	ditto, -	8,822 89		
February 7, "	ditto, -	837 94		
February 8, "	ditto, -	1,235 00		
February 9, "	ditto, -	400 00		
February 23, "	ditto, -	13,097 34		
March 2, "	ditto, -	1,458 19		
March 4, "	ditto, -	1,742 50		
March 13, "	ditto, -	374 00		
March 20, "	ditto, -	2,000 00		
March 21, "	ditto, -	100 00		
March 21, "	ditto, -	5,980 19		
March 21, "	ditto, -	400 00		
		<u>\$69,316 93</u>		<u>\$69,316 93</u>
April 1, "	To balance brought down,	\$20,162 14	June 30, " By checks this qr.	\$157,425 70
April 1, "	To deposit, -	1,283 96	Balance carried down,	18,246 36
April 14, "	ditto, -	2,525 85		
April 17, "	ditto, -	7,590 54		
April 18, "	ditto, -	1,575 00		
April 18, "	ditto, -	218 00		
April 29, "	ditto, -	11,325 84		
May 2, "	ditto, -	5,000 10		
May 4, "	ditto, -	5,000 00		
May 4, "	ditto, -	5,000 00		
May 5, "	ditto, -	764 48		
May 6, "	ditto, -	6,270 19		
May 6, "	ditto, -	777 50		
May 6, "	ditto, -	209 31		
May 10, "	ditto, -	7,050 29		
May 12, "	ditto, -	611 60		
May 17, "	ditto, -	514 29		
May 23, "	ditto, -	703 00		
May 23, "	ditto, -	6,687 00		
May 27, "	ditto, -	2,193 00		
June 28, "	ditto, -	1,060 25		
June 30, "	ditto, -	4,196 47		
July 1, "	ditto, -	2,137 73		
July 17, "	ditto, -	6,500 00		
July 19, "	ditto, -	8,049 50		
July 26, "	ditto, -	4,169 56		
July 28, "	ditto, -	4,000 00		
August 2, "	ditto, -	3,000 00		

No. 3—Continued.

August 15, 1815,	To deposit, - -	\$13,423 59		
August 25, "	ditto, - -	2,008 25		
September 2, "	ditto, - -	6,528 40		
September 6, "	ditto, - -	7,340 15		
September 25, "	ditto, - -	6,539 22		
September 27, "	ditto, - -	7,907 78		
September 30, "	ditto, - -	13,348 97		
		<u>\$175,672 06</u>		<u>\$175,672 06</u>
October 1, "	To balance brought down,	\$18,246 36	Dec. 31, 1815. By checks this qr.	\$103,029 11
October 10, "	To deposit, - -	1,000 00	Balance carried down,	9,909 17
October 18, "	ditto, - -	7,346 11		
October 19, "	ditto, - -	270 40		
November 1, "	ditto, - -	6,494 97		
November 3, "	ditto, - -	6,414 39		
November 6, "	ditto, - -	10,682 40		
November 11, "	ditto, - -	2,896 04		
November 18, "	ditto, - -	2,260 36		
November 21, "	ditto, - -	24,087 50		
November 29, "	ditto, - -	3,539 65		
November 30, "	ditto, - -	771 00		
December 15, "	ditto, - -	2,958 12		
December 26, "	ditto, - -	2,714 57		
December 27, "	ditto, - -	1,500 00		
December 29, "	ditto, - -	16,121 45		
December 29, "	ditto, - -	4,945 90		
December 30, "	ditto, - -	689 06		
		<u>\$112,938 28</u>		<u>\$112,938 28</u>
January 1, 1816,	To balance brought down,	\$9,909 17	May 23, 1816. By checks, -	\$59,558 72
January 2, "	To deposit, - -	500 00	Balance carried down,	24,579 01
January 11, "	ditto, - -	5,857 63		
January 16, "	ditto, - -	1,776 00		
January 25, "	ditto, - -	9,282 00		
January 25, "	ditto, - -	1,270 00		
January 29, "	ditto, - -	1,559 50		
February 27, "	ditto, - -	1,768 15		
March 28, "	ditto, - -	12,296 33		
March 30, "	ditto, - -	8,673 96		
April 2, "	ditto, - -	2,150 00		
April 8, "	ditto, - -	1,527 84		
April 15, "	ditto, - -	1,814 00		
April 22, "	ditto, - -	5,344 68		
April 30, "	ditto, - -	2,700 00		
May 7, "	ditto, - -	1,812 50		
May 11, "	ditto, - -	1,300 00		
May 14, "	ditto, - -	3,032 00		
May 14, "	ditto, - -	5,288 30		
May 22, "	ditto, - -	5,275 67		
May 23, "	ditto, - -	1,000 00		
		<u>\$84,137 73</u>		<u>\$84,137 73</u>
May 24, "	To balance, - -	\$24,579 01	Oct. 11, " By checks from } May 24th, }	\$86,810 30
May 27, "	To deposit, - -	8,705 69		
May 27, "	ditto, - -	2,360 00		
May 28, "	ditto, - -	5,000 00		
May 30, "	ditto, - -	1,336 00		
June 1, "	ditto, - -	1,185 00		
June 4, "	ditto, - -	1,683 96		
June 6, "	ditto, - -	2,758 00		
June 8, "	ditto, - -	2,956 00		
June 14, "	ditto, - -	1,250 00		
June 18, "	ditto, - -	4,748 16		
June 28, "	ditto, - -	2,058 50		
July 2, "	ditto, - -	1,934 24		
July 3, "	ditto, - -	500 00		
July 3, "	ditto, - -	2,600 00		
July 18, "	ditto, - -	6,008 50		
August 1, "	ditto, - -	353 48		
August 1, "	ditto, - -	1,510 49		
August 5, "	ditto, - -	251 00		
August 13, "	ditto, - -	6,061 55		
August 20, "	ditto, - -	57 00		
August 21, "	ditto, - -	2,854 09		
August 23, "	ditto, - -	211 00		
September 2, "	ditto, - -	2,696 20		
September 17, "	ditto, - -	318 87		
September 18, "	ditto, - -	192 45		
		2,641 11		
	Balance,	<u>\$86,810 30</u>		<u>\$86,810 30</u>

No. 3—Continued.

October 17, 1816,	To deposit, - -	\$2,739 48	Oct. 11, 1816. By balance bro't } forward, }	\$2,641 11
October 19, "	ditto, - -	80 69	Dec. 31, " Checks, -	15,516 77
October 23, "	Rd. Mills, - -	1,000 00	Balance carried down, }	8,402 63
October 24, "	To deposit, - -	5,197 87		
October 25, "	ditto, - -	2,045 84		
October 25, "	ditto, - -	1,237 61		
October 28, "	ditto, - -	637 50		
November 5, "	ditto, - -	1,225 00		
November 9, "	ditto, - -	70 00		
November 11, "	ditto, - -	4,391 40		
November 19, "	ditto, - -	2,494 46		
December 19, "	ditto, - -	1,000 00		
December 27, "	ditto, - -	200 00		
December 30, "	ditto, - -	4,240 66		
		<u>\$26,560 51</u>		<u>\$26,560 51</u>
January 1, 1817,	To balance brought down,	\$8,402 63	June 30, 1817. By checks since } 1st January, }	\$85,811 50
January 16, "	To deposit, - -	395 39	Balance carried down, -	12,401 48
January 18, "	ditto, - -	2,136 00		
January 20, "	ditto, - -	235 03		
February 4, "	ditto, - -	1,200 00		
February 6, "	ditto, - -	4,001 54		
February 13, "	ditto, - -	7,627 57		
February 25, "	ditto, - -	2,613 65		
March 11, "	ditto, - -	9,049 56		
March 14, "	ditto, - -	9,000 00		
March 28, "	ditto, - -	1,585 98		
April 12, "	ditto, - -	1,141 52		
April 24, "	ditto, - -	10,000 00		
April 26, "	ditto, - -	2,690 00		
April 30, "	ditto, - -	1,580 00		
April 30, "	ditto, - -	6,813 15		
May 3, "	ditto, - -	1,255 25		
May 15, "	ditto, - -	5,698 55		
May 22, "	ditto, - -	400 00		
May 29, "	ditto, - -	699 99		
May 31, "	ditto, - -	11,000 00		
June 14, "	ditto, - -	3,002 17		
June 20, "	ditto, - -	542 00		
June 24, "	ditto, - -	7,143 00		
		<u>\$98,212 98</u>		<u>\$98,212 98</u>
July 1, "	To balance brought down,	\$12,401 48	Dec. 31, 1817. By checks since } 1st July, }	\$101,598 91
July 1, "	To deposit, - -	1,477 40	Balance carried down, -	32,700 86
July 14, "	ditto, - -	300 00		
July 14, "	ditto, - -	3,355 07		
July 16, "	ditto, - -	1,282 22		
July 22, "	ditto, - -	800 00		
July 22, "	ditto, - -	1,623 93		
July 22, "	ditto, - -	5,073 37		
July 26, "	ditto, - -	6,565 00		
July 30, "	ditto, - -	18,700 00		
August 6, "	ditto, - -	4,279 74		
August 7, "	ditto, - -	582 33		
August 18, "	ditto, - -	2,875 36		
August 20, "	ditto, - -	1,721 00		
September 26, "	ditto, - -	4,543 51		
October 7, "	ditto, - -	1,000 00		
October 7, "	ditto, - -	820 00		
October 9, "	ditto, - -	1,171 23		
October 13, "	ditto, - -	21,546 72		
October 21, "	ditto, - -	818 00		
October 25, "	ditto, - -	400 00		
October 28, "	ditto, - -	6,421 03		
October 30, "	ditto, - -	869 00		
November 1, "	ditto, - -	1,180 00		
November 11, "	ditto, - -	4,137 72		
November 14, "	ditto, - -	6,565 00		
November 18, "	ditto, - -	2,721 00		
November 19, "	ditto, - -	383 00		
November 26, "	ditto, - -	1,286 35		
November 28, "	ditto, - -	253 00		
December 9, "	ditto, - -	1,621 00		
December 9, "	ditto, - -	7,036 00		
December 12, "	ditto, - -	1,548 88		
December 13, "	ditto, - -	800 00		
December 18, "	ditto, - -	1,500 00		
December 19, "	ditto, - -	2,134 84		
December 20, "	ditto, - -	3,000 00		
December 23, "	ditto, - -	80 00		
December 27, "	ditto, - -	461 43		
December 30, "	ditto, - -	965 00		
		<u>\$134,299 77</u>		<u>\$134,299 77</u>

No. 3—Continued.

January 1, 1818,	To balance brought down,	\$32,700 86	Mar. 31, 1818. By checks this qr.	\$47,868 70
January 14, "	To deposit, - -	1,000 00	Balance carried down, -	12,063 41
January 15, "	ditto, - -	1,820 00		
January 16, "	ditto, - -	3,450 00		
January 17, "	ditto, - -	1,150 00		
January 23, "	ditto, - -	4,813 50		
January 23, "	ditto, - -	1,375 00		
January 28, "	ditto, - -	880 00		
March 2, "	ditto, - -	800 00		
March 6, "	ditto, - -	5,437 50		
March 6, "	ditto, - -	4,287 25		
March 17, "	ditto, - -	2,000 00		
March 25, "	ditto, - -	218 00		
		<u>\$59,932 11</u>		<u>\$59,932 11</u>
April 1, "	To balance brought down,	\$12,063 41	June 30, 1818. By checks, -	\$29,658 75
April 6, "	To deposit, - -	469 98	Balance carried down, -	8,154 88
April 12, "	ditto, - -	1,194 62		
April 21, "	ditto, - -	1,600 00		
April 28, "	ditto, - -	3,000 00		
May 19, "	ditto, - -	5,069 08		
May 20, "	ditto, - -	7,522 14		
May 27, "	ditto, - -	3,985 63		
June 5, "	ditto, - -	2,227 77		
June 20, "	ditto, - -	681 00		
		<u>\$37,813 63</u>		<u>\$37,813 63</u>
July 1, "	To balance brought down,	\$8,154 88	Sept. 30, 1818. By checks this qr.	31,785 52
July 3, "	To deposit, - -	1,704 99	Balance carried down,	13,629 57
July 3, "	ditto, - -	1,098 53		
July 3, "	ditto, - -	10,080 00		
July 20, "	ditto, - -	2,580 00		
July 20, "	ditto, - -	2,451 38		
July 29, "	ditto, - -	682 62		
August 10, "	ditto, - -	4,693 27		
August 12, "	ditto, - -	2,930 00		
August 18, "	ditto, - -	4,022 92		
September 13, "	ditto, - -	4,138 00		
September 26, "	ditto, - -	2,878 50		
		<u>\$45,415 09</u>		<u>\$45,415 09</u>
October 1, "	To balance brought down,	\$13,629 57	Dec. 31, " By checks this qr.	\$34,876 91
October 6, "	To deposit, - -	665 53	Balance carried down,	6,958 70
October 8, "	ditto, - -	1,300 00		
November 7, "	ditto, - -	5,412 88		
November 9, "	ditto, - -	2,000 00		
November 16, "	ditto, - -	5,268 88		
December 5, "	ditto, - -	4,076 00		
November 28, "	ditto, - -	900 00		
November 30, "	ditto, - -	856 00		
December 11, "	ditto, - -	2,341 53		
December 21, "	ditto, - -	71 00		
December 21, "	ditto, - -	4,270 97		
December 26, "	ditto, - -	1,003 25		
December 29, "	ditto, - -	80 00		
		<u>\$41,875 61</u>		<u>\$41,875 61</u>
	Balance, -	\$6,958 70		

List of deposits in the Bank of Washington, from 1st January, 1814.

January 1, 1814,	To balance on hand, -	\$6,866 20	1814. By checks to Nov. 11, -	\$13,942 76
April 2, "	To deposit, - -	4,000 00	Balance carried down, -	4,999 94
July 2, "	ditto, - -	5,000 00		
November 2, "	ditto, - -	3,000 00		
November 5, "	ditto, - -	76 50		
		<u>\$18 42 70</u>		<u>\$18,942 70</u>
November 11, "	To balance brought down,	\$4,999 94	By checks to January 16, 1818, -	\$8,095 84
April 25, 1815,	To deposit, - -	870 00	Balance carried down, -	10,135 10
May 3, "	ditto, - -	40 50		
July 22, "	ditto, - -	1,000 00		
December 9, 1817, }	ditto, - -	520 50		
	ditto, - -	10,800 00		
		<u>\$18,230 94</u>		<u>\$18,230 94</u>
January 16, 1818,	To balance brought down,	\$10,135 10	March 25. By checks, -	\$10,135 10

List of deposits in the Patriotic Bank from June 1, 1816.

June 1, 1816,	To deposit, - -	\$2,500 00	December 31, 1818. By checks,	\$9,938 79
June 1, "	ditto, - -	1,518 00	Balance,	214 21
December 2, "	ditto, - -	755 00		
December 19, "	ditto, - -	1,000 00		
January 16, 1818,	ditto, - -	900 00		
February 14, "	ditto, - -	2,650 00		
February 1, "	ditto, - -	50 00		
March 25, "	ditto, - -	780 00		
		<u>\$10,153 00</u>		<u>\$10,153 00</u>

List of deposits in the Office of Discount and Deposite from May 7, 1818.

May 7, 1818,	To cash, - -	\$6,986 25	December 31, 1818. By checks,	\$26,430 34
May 13, "	ditto, - -	50 00		
August 1, "	ditto, - -	7,915 00		
October 14, "	ditto, - -	7,465 00		
November 9, "	ditto, - -	2,000 00		
November 27, "	ditto, - -	1,979 00		
		<u>\$26,395 25</u>		

D.

TREASURY DEPARTMENT, REGISTER'S OFFICE, *February 3, 1819.*

SIR:

In reply to the letter you honored me with, in relation to the General Post Office accounts, I beg leave to state that they are rendered to the Treasury to the close of the year 1815, and are now under examination by the accounting officers. In the course of a few days we shall have prepared for the accounts of receipts and expenditures, now printing for the year 1817, an exhibition of the Post Office accounts for the year 1810, similar to the statement D, for 1809, rendered in the printed public accounts for 1816. Also a statement, in an abstract form, of the Post Office accounts, as settled by the Fifth Auditor of the Treasury, for the years 1811 and 1815, inclusively, and which are under the usual form of examination in the office of the First Comptroller of the Treasury. I beg leave to refer to the enclosed annual statement of moneys paid into the Treasury.

I have the honor to be, sir, with great respect, your obedient servant,

JOSEPH NOURSE, *Register.*

Hon. T. H. HUBBARD.

Statement exhibiting the revenue which accrued from postage on letters, newspapers, &c. during the year 1810.

	Balances due on ad-justment.	Gross amount of postage.	PAYMENTS FOR					Nett amount of postage.	Balance due on ad-justment.
			Transporta-tion of the mail.	Contingent expenses of the General Post Office, &c.	Compensa-tion to De-puty Post-masters, including incidental expenses.	Way and ship let-ters.	Total Amount.		
1st quarter, 1810,	229,780 60	132,853 66	79,500 34	1,969 61	39,333 99	1,130 81	121,934 75	10,918 91	240,699 51
2d do. do.	240,699 51	145,593 61	105,532 51	2,373 27	45,097 37	1,830 39	154,833 54	-	331,459 58
3d do. do.	231,459 58	139,015 88	104,642 12	8,863 52	39,764 60	1,816 31	155,086 75	-	215,388 71
4th do. do.	215,388 71	134,291 82	75,939 09	2,570 68	38,675 12	1,951 29	119,136 18	15,155 64	230,544 35
Dollars,	229,780 60	551,754 97	365,614 06	15,777 08	162,871 28	6,728 80	550,991 22	26,074 55	230,544 35

Nett revenue as above, - - -

\$26,074 55

Deduct excess of expenditure, viz: In second quarter, -

\$ 9,239 93

In third quarter, -

16,070 87

25,310 80

\$763 75*Abstract of payments made into the Treasury, by the Postmaster General, from 1809 to 1818, inclusive.*

1809,	-	-	-	1815,	-	-	\$135,000 10
1810,	-	-	-	1816,	-	-	149,787 74
1811,	-	-	\$ 37 70	1817,	-	-	29,371 91
1812,	-	-	85,039 70	1818,	-	-	20,070 00
1813,	-	-	35,000 00				
1814,	-	-	45,000 00				
				Total,			<u>\$499,307 15</u>

From a comparison of the payments made into the Treasury by the Postmaster General, as above stated, with the statement thereof rendered to the committee from the General Post Office, there is a variation, which the following will explain:

In the years 1814 and 1815 both statements agree, but in 1816 and 1817 a variation appears of \$110 69, thus:

The General Post Office, for 1816, is	-	-	-	\$158,852 03
The General Post Office, for 1817, is	-	-	-	20,418 31
				<u>179,270 34</u>
The Treasury amount of 1816, as above, is	-	-	\$119,787 74	
The Treasury amount of 1817, as above, is	-	-	29,371 91	
				<u>179,159 65</u>
			Difference,	<u>\$110 69</u>

The difference of \$110 69, although paid into the Treasury by the General Post Office, had not been covered by warrant, so as to come on the Treasury books.

Warrants drawn by the Secretary of the Treasury on the Postmaster General.

1816.	March 31.	Warrant No. 2,560,	-	-	-	\$66,087 74
	June 30.	Warrant No. 2,667,	-	-	-	67,000 00
	Sept. 30.	Warrant No. 2,713,	-	-	-	16,700 00
						<u>\$149,787 74</u>
1817.	March 31.	Warrant No. 2,820,	-	-	-	\$19,999 50
	June 30.	Warrant No. 2,866,	-	-	-	9,373 41
	Dec. 31.	Warrant No. 2,950,	-	-	-	100 00
						<u>\$29,371 91</u>

E.

TREASURY DEPARTMENT, REGISTER'S OFFICE, *February 9, 1819.*

SIR:

I have now the honor to transmit you the statements referred to in my letter of the 3d instant, remarking that the accounts rendered by the General Post Office have been settled, in the office of the Fifth Auditor, to the 31st December, 1814. Those for the year 1815 are now in a course of settlement in that office.

I have the honor to be, very respectfully, sir, your obedient servant,

JOSEPH NOURSE, *Register.*

Hon. T. H. HUBBARD, *House of Representatives.*

Statement exhibiting the revenue which accrued from postage on letters, newspapers, &c. during the years 1811, 1812, 1813, and 1814.

Postmaster General.	Balances due on 1st January.	Gross amount of postage.	PAYMENTS FOR		
			Transportation of the mail.	Contingent expenses of the General Post Office.	Compensation to Deputy Postmasters, including incidental expenses.
Gideon Granger, 1811,	\$229,328 91	\$587,266 73	\$325,297 66	\$ 9,343 50	\$176,254 94
Gideon Granger, 1812,	213,637 21	649,152 89	336,000 86	14,961 42	195,690 75
Gideon Granger, 1813,	310,377 87	703,320 73	395,062 39	17,421 86	219,817 14
Return J. Meigs, 1814,	313,086 88	736,953 13	475,108 13	14,757 11	234,566 43

STATEMENT—Continued.

Postmaster General.	PAYMENTS FOR			Payments made into the Treasury on warrants, included in the accounts of the Treasurer and Postmaster General.	Balance due at the end of each year.
	Way and ship letters.	Total amount.	Nett amount of postage.		
Gideon Granger, 1811,	\$7,025 56	\$517,920 73	\$69,346 00	\$85,037 70	\$213,637 21
Gideon Granger, 1812,	5,819 50	552,512 23	96,680 36	39 70	310,377 87
Gideon Granger, 1813,	3,110 33	635,411 72	67,809 01	65,000 00	313,086 88
Return J. Meigs, 1814,	1,943 19	726,374 86	19,964 66	15,000 00	302,665 15
Nett revenue for the year 1814, as above,	-	-	-	-	\$19,964 66
Deduct excess of expenditure,	-	-	-	-	15,386 39
True nett revenue,	-	-	-	-	<u>\$4,578 27</u>

NOTE. The above exhibits the receipts and expenditures of the General Post Office, for the years above mentioned, as settled quarterly in this office, up to the 1st January, 1815; the accounts for which year are now in hand, and are all that have been rendered to the Treasury Department from the General Post Office.

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, *February 5, 1819.*

Stated by

DAVID EASTON.

To JOSEPH NOURSE, Esq., *Register of the Treasury.*

16th CONGRESS.]

No. 40.

[1st Session.]

ACCOUNTS OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 12, 1820.

SIR:

TREASURY DEPARTMENT, *February 11, 1820.*

In obedience to a resolution of the House of Representatives of the 28th ultimo, directing the Secretary of the Treasury "to inform this House when the accounts of the Post Office Department were last audited, and the amount of the balance, if any, then due; also a statement of the quarterly amount of receipts and expenditures of that Department, from the first appointment of the present Postmaster General to the last day of December, 1819, inclusive," I have the honor to submit the enclosed report and statements from the office of the Fifth Auditor of the Treasury.

It appears from the documents which have been furnished by that officer, that, when the present Postmaster General came into office, during the first quarter of 1814, there was due a balance of \$313,086 88, which, on the 31st day of December, 1816, the latest period to which the accounts have been audited, was increased to \$470,875 64, of which sum \$50,760 25 was in the possession of that Department. It also appears that, on the 31st March, 1818, from the accounts which have been rendered, but not audited, there was due by that Department the sum of \$539,844 72, of which there was \$46,337 89 in cash.

The receipts and expenditures of the Department, subsequent to that period, cannot be ascertained at the Treasury, as the accounts have not been rendered for settlement.

I have the honor to be your most obedient servant,

WILLIAM H. CRAWFORD.

The Hon. the SPEAKER of the House of Representatives.

SIR:

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, *February 9, 1820.*

In answer to the inquiries contained in your note of the 31st of January last, transmitting a resolution of the House of Representatives of the United States, of the 28th of that month, relative to the accounts of the Post Office Department, I have the honor to state that, when the present Postmaster General came into office, the accounts of the General Post Office had been rendered to the Treasury for settlement to the 31st of March, 1808; that they had been audited, when the Fifth Auditor was charged by law with their settlement, to the 30th September, 1810; that they had been rendered at that period to the 31st of March, 1812; that they were last rendered to the 31st of March, 1818, on or about the 20th of December last; that they have been audited to the 31st of December, 1816, and that all those of the year 1817 are in a course of examination, and will, in a short time, be audited; that the balance due by the Postmaster General on the 31st of December, 1816, the period at which the accounts were last audited, was \$470,875 64, stated to consist of

Cash on hand,	-	-	-	\$50,760 25
Debts due by Deputy Postmasters and others,	-	-	-	420,115 39
				<u>\$470,875 64</u>

Of the cash above stated to be in hand, there was paid in the succeeding quarter the sum of \$19,999 50, for which the Postmaster General will receive a credit when the accounts for that quarter shall be audited.

For the receipts and expenditures of the Post Office Department, I respectfully refer to the enclosed abstract, (A) exhibiting them (as well as other particulars which were thought to be acceptable) quarter-yearly, from the commencement of the year 1814, when the present Postmaster General appears to have entered upon his official duties, to the 31st of December, 1816; and to another abstract, (B) also enclosed, for a view of them, as derived from accounts between the date last mentioned and the 31st of March, 1818, which have been received, but not audited.

It is proper to observe, that the balance stated to be due at the commencement of the year 1814, of \$313,086 88, was transferred to his debit from that of G. Granger, his predecessor, and is merged in the balances stated to be subsequently due.

As the law has confided to the Postmaster General the collection, by suit or otherwise, of all debts due to the General Post Office, he has never transmitted, with his accounts to the Treasury, a statement showing by whom the aggregate sum, stated to be due from Deputy Postmasters and others, from quarter to quarter, is due and payable. That information can be obtained only from the General Post Office.

I have the honor to be, very respectfully, sir, your obedient servant,

S. PLEASANTON, *Fifth Auditor of the Treasury.*

HON. SECRETARY OF THE TREASURY.

A.—A statement exhibiting the quarterly receipts and expenditures of the General Post Office, from the 1st of January 1814, when R. J. Meigs, Esq. was charged with the office, to the 31st of Dec. 1816.

Year.	PAYMENTS FOR							Nett amount of postage.	Excess of expenditure.	Paym'ts made into the Treasury by warrants, &c.	Balance due at the end of the quarter, stated to consist of
	Balance due at the beginning of the quarter.	Gross amount of postage.	Transportation of the mails.	Incidental expenses of the General Post Office.	Compensation to deputy post-masters, including incidental expenses.	Way and ship letters.	Total amt of expenditures.				
1814.	First quarter,	\$313,086 88	\$176,405 26	\$121,493 07	\$2,947 97	\$56,923 64	\$359 61	\$181,723 29	-	15,000 00	{ Cash on hand, \$45,799 90 Debits due from Deputy Postmasters and others, 246,968 95
	Second quarter,	292,708 85	180,203 29	116,413 77	5,465 98	57,840 05	642 83	180,362 63	\$5,930 66	-	{ Cash on hand, \$46,690 88 Debits due &c. 255,008 63
	Third quarter,	301,699 51	184,096 33	128,819 73	4,734 85	60,102 29	517 82	194,164 69	-	-	{ Cash on hand, \$92,518 55 Debits due, &c. 199,112 60
	Fourth quarter,	291,631 15	150,639 39	108,382 56	1,099 45	59,700 45	422 93	169,605 39	11,034 00	-	{ Cash on hand, \$29,812 77 Debits due, &c. 272,852 38
1815.	First quarter,	302,665 15	223,611 79	127,125 13	2,966 12	70,080 80	435 86	200,597 91	23,013 88	-	{ Cash on hand, \$44,028 31 Debits due, &c. 281,650 72
	Second quarter,	325,679 03	273,537 31	107,538 55	3,160 16	58,980 58	1,539 95	171,219 24	102,318 07	60,000 00	{ Cash on hand, \$44,028 31 Debits due, &c. 323,968 79
	Third quarter,	367,997 10	270,642 22	110,650 42	2,915 67	56,640 34	1,794 15	181,000 58	89,641 64	75,000 10	{ Cash on hand, \$18,747 52 Debits due, &c. 363,891 12
	Fourth quarter,	382,638 64	273,657 53	120,607 96	1,388 45	56,160 31	2,208 27	189,364 99	84,292 54	66,198 43	{ Cash on hand, \$2,201 00 Debits due, &c. 397,531 75
1816.	First quarter,	400,732 75	290,479 54	126,881 87	3,032 40	55,287 57	1,777 48	192,979 32	97,500 32	67,000 00	{ Cash on hand, \$31,658 94 Debits due, &c. 399,574 03
	Second quarter,	431,232 97	215,789 03	139,551 36	4,819 56	63,646 72	2,306 09	204,323 73	11,465 30	-	{ Cash on hand, \$50,386 73 Debits due, &c. 392,311 51
	Third quarter,	442,698 27	218,056 61	128,447 95	5,562 75	64,534 32	2,103 14	200,648 16	17,408 45	16,700 00	{ Cash on hand, \$27,262 28 Debits due, &c. 416,144 44
	Fourth quarter,	443,406 72	236,402 79	134,507 45	2,435 53	69,946 53	2,044 36	208,933 87	27,468 92	-	{ Cash on hand, \$50,760 25 Debits due, &c. 420,115 39

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, February 9, 1820.

*Part of this sum was paid in the succeeding quarter by warrant No. 2,820, for \$19,999 50

S. PLEASANTON, Auditor.

B.

Abstract of receipts and expenditures of the General Post Office, from the 31st December, 1816, (the period to which the accounts have been audited,) to the 31st March, 1818, the period to which they have been rendered to the Treasury.

Year.	PAYMENTS FOR							Paym'ts made into the Treasury, by warrants, &c.	Excess of expenditure	Net amount of postage.	Total am't of expenditures.	Way and ship letters.	Compensation to Deputy Postmasters, including contingent expenses, &c.	Incidental expenses of the General Post Office.	Transportation of the mail.	Gross amount of postage.	Balance due the United States, at the end of the quarter.	Balance due the United States at the end of the quarter, consisting of
1817,	First quarter,	\$470,875 64	\$240,244 88	\$128,434 39	\$4,674 59	\$70,693 62	\$1,660 45	\$205,463 05	\$31,751 53	-	\$19,999 50							{ Cash on hand, \$24,594 31 Debits due by Deputy Postmasters and others, 461,063 63 ----- \$85,657 97
	Second quarter,	485,657 97	258,592 36	144,162 70	7,606 95	75,146 55	2,335 66	229,951 86	29,340 50	-	9,272 41							{ Cash on hand, \$34,374 81 Debits due, &c., 471,451 25 ----- 503,726 06
	Third quarter,	505,726 06	254,983 23	169,306 02	7,586 10	76,729 90	2,293 72	255,915 74	-	\$932 51	100 00							{ Cash on hand, \$50,636 31 Debits due, &c., 454,067 24 ----- 504,693 55
1818,	Fourth quarter,	501,693 55	248,133 78	147,816 04	2,389 16	72,806 57	2,308 17	225,249 94	22,863 84	-	14,070 00							{ Cash on hand, \$42,188 51 Debits due, &c., 471,318 88 ----- 513,507 39
	First quarter, only, rendered.	513,507 39	293,365 92	161,001 16	9,080 79	83,613 24	2,304 40	256,098 59	26,337 33	-	-							{ Cash on hand, \$46,337 89 Debits due, &c., 493,506 83 ----- 539,844 72

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, *February 9, 1820.*

S. PLEASANTON, Auditor.

INVESTIGATION OF THE AFFAIRS OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1821.

Mr. PHELPS made the following report:

The Select Committee, to whom was referred the investigation of the affairs of the Post Office Department, according to order, have had the same under examination, and beg leave to report, in part:

That, immediately after their appointment, they commenced a performance of their duties, and believed it would be in their power to effect an extensive investigation. They began an inquiry into several important subjects, which the state of health of several members of the committee compelled them to abandon. They have recently devoted their attention entirely to such inquiries as offered a fair prospect of termination during the present session of Congress.

When it is recollected that the transactions of this Department embrace a period of many years, and extend to almost every part of our country, it will be obvious that obstacles would occur in the investigation of them which could be surmounted only by an expensive and protracted inquiry.

The committee never entertained a belief that, during the present session of Congress, they should be able to review, in a manner satisfactory to themselves or the House, the quarterly receipts and expenditures of this Department. This service the law requires of the accounting officers of the Government, when the proper vouchers are exhibited by the Postmaster General, and which, by law, he is bound to render quarterly.

The following subjects have been investigated by the committee:

1. The expenditure of public money, by this Department, for transporting the mail from Washington City to Fredericksburg, in the years 1814, 1815, and 1816.
2. Whether duplicates of all contracts made by this Department, and all proposals respecting them, have been lodged with the Comptroller of the Treasury or not.
3. Whether the Postmaster General has, once in three months, rendered to the Secretary of the Treasury a quarterly account of all receipts and expenditures of the Department, or not.
4. Whether the Postmaster General has paid into the Treasury of the United States the balance due from him, as the law requires, or not.
5. Whether the public money was not loaned to Benjamin Tallmadge and John G. Jackson.
6. Whether the Postmaster General, in his annual reports to Congress of the contracts made by his Department, has reported them conformably with law, or not.
7. Whether he has annually reported to Congress all contracts made by his Department, or not.

The evidence, in relation to these several subjects of inquiry, consists of the original applications to transport the mail from Washington City to Fredericksburg, during the years 1814, 1815, and 1816; a copy from the original list of bids, as furnished by the Postmaster General, and official documents.

The evidence, in connexion with the several heads, is referred to numerically.

In reference to the first head of inquiry, the committee find, that, in the month of September, 1813, a contract was made by the Department with four persons, believed to be entirely responsible, for transporting the mail from Washington City to Fredericksburg, during the years 1814, 1815, and 1816, for the sum of \$3,300 per annum, amounting, in the whole, to the sum of \$9,900; a part of which contract was afterwards transferred to another person. No further contract, embracing the same route and period, has been discovered in the list of contracts, duplicates of which have been returned to the Comptroller of the Treasury, or been furnished to the committee by the Post Office Department; but it appears that a sum considerably larger than that stipulated by the above contract has been paid for the service in question, on behalf of the United States. The reason assigned for this additional expenditure, by the Postmaster General, is the occurrence of a change in the mode of transporting the mail, alleged to have been rendered necessary by the war, and to have been adopted in obedience to the direction of a superior authority. The sum paid, under this variation of arrangement, for the three years above mentioned, appears, from the returns to the Treasury, to have been \$31,551 52, of which amount \$16,150 81 were paid for the year 1816. These entries are alleged by the Postmaster General to furnish an erroneous exhibit of the real expenditure, resulting from the manner of making up the returns to the Treasury, in which various sums paid to the same person, though for different services, are comprehended in the same entry. Thus, from the account in detail on the books of the Post Office Department, the whole sum paid for the transportation of the mail from Washington to Fredericksburg, for the year 1816, appears to be \$8,915 45, instead of \$16,150 81, as shown by the returns to the Treasury. The committee have had no time or opportunity to obtain testimony in relation to the facts connected with the subject. They submit the documentary evidence they have collected, numbered from 1 to 11; the letter of the Postmaster General to the committee; and two extracts, marked A and B, from the books of the Post Office Department, verified by the chief clerk of that Department.

In relation to the second head of inquiry, the committee find that duplicates of all contracts and proposals respecting them have not been lodged with the Comptroller, as is required by law.

Documents Nos. 12 and 13, and letter of the Postmaster General.

In relation to the third head of inquiry, it appears that the Postmaster General has not rendered his accounts to the Treasury Department for settlement to a later period than the 31st day of March, 1819.

Reference to documents Nos. 14 and 15, and the explanation on this subject offered by the letter of the Postmaster General.

In relation to the fourth head of inquiry, it appears that the balance due from the Post Office Department to the Department of the Treasury, amounted, on the 1st day of January, 1819, to the sum of \$653,491 99, which includes all money then on hand, and debts due to the Post Office Department; the amount of which the committee have no documents to ascertain.

Reference to documents Nos. 16 and 17, and letter of the Postmaster General, accompanying his report of debtors to his Department.

In reference to the fifth head of inquiry, no evidence has been obtained by the committee. It will be found embraced, however, by the explanation contained in the letter of the Postmaster General, which, on this point, was satisfactory to the committee.

In relation to the sixth head of inquiry, the committee, by adverting to several annual reports of contracts made to Congress by the Postmaster General, find that the dates and duration of those contracts are not reported, which the law, in express terms, requires. As these reports are to be found in the clerk's office, the committee considered it to be unnecessary to swell their report with them.

In relation to the seventh head of inquiry, the committee find that the Postmaster General has not made a report to Congress of the contracts made by his Department in the year 1818, until after the commencement of the present investigation. See document No. 18, and letter of the Postmaster General to the committee.

The committee have contented themselves with submitting the above brief statement of the object to which their inquiries have been directed, together with the connected evidence and explanations for the information of the House, without suggesting any resolution or act for its adoption.

DOCUMENTS.

No. 1. A.

STAUNTON, VIRGINIA, *August 30, 1813.*

SIR:

Owing so much property on the road, in the stage way, and finding it impossible to be back by the 18th of September, when your contracts are to be closed, I am induced, by letter, to forward you my proposals for the same.

I will carry your mails from Alexandria to Dumfries, and back again, on the same terms, low as they are, as I have heretofore done, namely, for \$1,600 a year; and, in case Messrs. Farish and Williams should not offer for the route from Dumfries to Fredericksburg, I will also contract to carry that for the same they do—say \$1,200 a year. Should any person or company offer on lower terms, which will be ruinous, yet, from the great expense I have been at in erecting houses on the road, and the improvement of the stage line, I trust, as an old contractor, and a faithful one, too, you will give me permission to take it, when I say I will carry it lower for you than any other person.

I have the honor to be your obedient servant,

JOHN TAYLOE.

No. 1.—D.

CLOUDSDALE, *September 4, 1813.*

DEAR SIR:

I beg leave to hand the enclosed, and trust it will comport with the expediency, as well as the interest, of your Department, to continue the contract in my hands on our northern route. I rely entirely on your brother (the doctor) to do the needful. In great haste.

I am sincerely yours,

JOHN TAYLOE.

No. 2.

SEPTEMBER 18, 1813.

SIR:

I will carry the mail from Washington to Alexandria, or the place proposed by your advertisement of May 20th, for the sum of \$800 a year.

JOHN CALDWELL.

G. GRANGER, Esq., *Postmaster General, U. S.*

No. 3.—A.

GEORGETOWN, *September 18, 1813.*

SIR:

I will carry the mail of the United States in a stage from Georgetown, by Washington, to Alexandria, on the plan proposed in the Postmaster General's advertisement of the 20th May last past, for the sum of \$1,000 per annum.

WILLIAM CRAWFORD.

A. BRADLEY, Esq., *Assistant Postmaster General, Washington.*

No. 3.—B.

SEPTEMBER 18, 1813.

SIR:

I will carry the mail of the United States from Alexandria to Fredericksburg, agreeably to the Postmaster General's advertisement, at the rate of \$2,600 per annum.

I am, respectfully, sir, your most obedient servant,

WILLIAM CRAWFORD.

ABRAHAM BRADLEY, JUN., Esq.

No. 4.

SEPTEMBER 18, 1813.

SIR:

I propose to carry the mail of the United States from Washington City to Fredericksburg, agreeably to your advertisement, for the term mentioned, at the rate of \$3,700 per annum.

I am, respectfully, sir, your most obedient,

HAZLEWOOD FARISH.

No. 5.

SEPTEMBER 7, 1813.

SIR:

I will undertake to carry your mails from Alexandria to Fredericksburg, and back, for \$2,700 a year, and refer you to Mr. James Sanderson, of Alexandria, as to my ability, and who will become my security for the faithful performance thereof. I mean this proposal not to interfere with the bid of Messrs. Tayloe, Williams, and Farish, in case you think proper to give the contract to them as old contractors.

I am, sir, your most obedient servant,

LAURENCE WASHINGTON.

No. 6.

SEPTEMBER 18, 1813.

SIR:

I propose to carry the mail of the United States from Washington City to Fredericksburg, agreeably to your advertisement, for the term mentioned, at the rate of \$3,300 per annum.

I am, with respect, your obedient humble servant,

GEORGE WILLIAMS.

No. 7.

WASHINGTON CITY, *September 18, 1813.*

SIR:

I hereby offer to transport the United States' mail from Washington City to Fredericksburg, agreeably to your schedule, for the sum of \$2,000 per annum, for the term of your proposals.

JOHN DAVIS.

GIDEON GRANGER, *Postmaster General.*

No. 8.

The bids and entries in the original list of bids in the Post Office Department for this route appear thus:

No. 34.—*Washington City and Fredericksburg.*

John Tayloe—Alexandria, Dumfries, \$1,800; and Dumfries and Fredericksburg, (if Farish and Williams do not bid,) \$1,200, or lower than any one.

John Caldwell—Washington, Alexandria, \$800; withdrawn.

George Williams—\$3,300; accepted.

William Crawford—Georgetown, Alexandria, \$1,000; Alexandria and Fredericksburg, \$2,800; withdrawn.
 H. Farish—\$3,700.
 John Davis—\$2,000; withdrawn.
 Laurence Washington—Alexandria and Fredericksburg, \$2,700.

No. 9.

This contract, made the 20th day of September, in the year 1813, between George Williams, Hazlewood Farish, William Crawford, and John Davis, of the one part, and the Postmaster General of the United States of America for and in behalf of said States, of the other part, witnesseth: That the said parties have mutually covenanted as follows, that is to say: the said George Williams and others covenant with the said Postmaster General, 1. To carry the mail of the United States, or cause it to be carried, from Washington City, by Alexandria, Occoquan, Dumfries, Stafford court-house, and Falmouth, to Fredericksburg, and from thence, by the same route, to Washington City, every day, at the rate of eight hundred and twenty-five dollars for every quarter of a year during the continuance of this contract, to be paid in draughts on Postmasters on the route above mentioned, or money, at the option of the Postmaster General.

2. That the mail shall be delivered at each Post Office in said route, at the time specified in the schedule hereto annexed, on penalty of two dollars for each hour which shall elapse between any time so fixed and the time of the mail's actual arrival, to be deducted from the pay of the said George Williams and others, unless they shall make it appear, to the satisfaction of the said Postmaster General, that the delay was unavoidable.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and double the sum allowed the said George Williams and others for one trip, to be calculated in proportion to the value of the whole number of trips, shall be deducted from his pay, as a penalty for such delay or loss, unless it shall be made to appear, to the satisfaction of the Postmaster General, that such delay was unavoidable; in which case, only the value of the sum allowed as aforesaid shall be detained and deducted. And it is understood that no pay shall be made for any trip lost, whatever may be the cause of the loss.

4. That the said George Williams and others shall be answerable for the persons to whom they shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

5. That ten minutes after the delivery of the mail at any Post Office not named in the annexed schedule, on the aforesaid route, shall be allowed the Postmaster for opening the same, and making up another mail to be forwarded.

6. That if the said George Williams and others, or their agents, charged with the aforesaid mail, shall pass any Post Office, without stopping the time allowed for opening and making up a mail, unless sooner discharged by the Postmaster, they shall forfeit five dollars for every such failure, to be deducted from their pay.

7. That if the person or persons to whom the said George Williams and others shall commit the transportation of the mail, do proceed without it, or do not make a proper exchange of mails where such exchange is statedly to be made, or, instead thereof, shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and double the sum allowed the said George Williams and others, for one trip, to be calculated in proportion to the value or sum allowed for the whole number of trips to be performed, shall be deducted from their pay as a forfeiture for such failure. And a similar deduction shall be made for every trip lost during the continuance of this contract, unless it shall be made to appear, to the satisfaction of the Postmaster General, that such trips were not lost through neglect, but unavoidable accident.

8. That upon reasonable complaint, made by the Department of the Post Office, against any carrier of the said mail, for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That when the said mail goes by a stage wagon, it shall invariably be carried within the body of it; and that when it stops at night, it shall be put in a secure place, and there locked up. A penalty of one dollar a mile shall be incurred for every mile in which the mail, when conveyed by stage, shall be carried out of the body of the carriage, to be deducted from the quarterly pay before stipulated. And if one delay shall occur equal to a trip lost, the Postmaster General, when satisfied that such delay has arisen from negligence or misconduct, shall have full right to annul this contract.

10. That the said Postmaster General covenants with the said George Williams and others to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said George Williams and others for the carriage thereof, as aforesaid, at the rate above mentioned, quarterly, in one month after the expiration of each quarter the penalties, if any, being first deducted.

11. It is mutually understood by the contracting parties, that, if the route, or any part of the route, herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of the route, the mail not being carried by stage under this contract, that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving at least one month's notice of such event, and making an allowance of one month's extra pay.

And it is mutually covenanted and agreed, by the said parties, that this contract shall commence on the 1st day of January next, and continue in force until the 31st day of December, inclusively, which will be in the year 1816.

Provided always, That this contract shall be null and void, in case the said George Williams & Co., or either of them, shall become a member of Congress; and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress, passed on the 21st day of April, in the year of our Lord 1808, entitled, "An act concerning public contracts."

In witness whereof, they have hereunto interchangeably set their hands and seals the day and year first above written.

GEORGE WILLIAMS,
 HAZLEWOOD FARISH,
 WILLIAM CRAWFORD,
 JOHN DAVIS.

Signed, sealed, and delivered, in the presence of

DAVID SHOEMAKER, JUN.
 A. BRADLEY 3d.

This schedule, subject to alteration by the Postmaster General, he previously stipulating what he deems, if any, an adequate compensation for any extra expense that may be occasioned thereby.

Leave Washington City every day at three o'clock, P. M.
 Arrive at Alexandria same day at half-past four o'clock, P. M.
 Arrive at Dumfries by twelve o'clock.
 Arrive at Stafford court-house next morning by ———.
 Arrive at Fredericksburg same morning by seven o'clock, A. M.
 Leave same day at three o'clock, P. M.
 Arrive at Dumfries same day by nine o'clock, P. M.
 Arrive at Alexandria the next morning by three o'clock, A. M.
 Arrive at Washington City same morning by half-past four o'clock, A. M.

On the copy of this contract, furnished by the Postmaster General, there is upon the margin the following note or memorandum, viz: "A part of this contract, Alexandria and Dumfries, was assigned to John Tayloe; and a part of the pay, equal to \$1,250 a year." But, upon a copy procured from the Comptroller's office, there is no such entry or memorandum.

No. 10.

This contract, made the 9th day of November, in the year 1813, between John Tayloe, of Washington City, of the one part, and the Postmaster General of the United States of America, for and in behalf of said States, of the other part, witnesseth that the said parties have mutually covenanted as follows, that is to say, the said John covenants with the said Postmaster General—

1. To carry the mail of the United States, or cause it to be carried, from Alexandria, D. C. by Occoquan, Va. to Dumfries, and from Dumfries, by the same route, to Alexandria, every day, at the rate of three hundred and twelve dollars fifty cents for every quarter of a year, during the continuance of this contract; to be paid in draughts on Postmasters on the route above mentioned, or money, at the option of the Postmaster General.

2. That the mail shall be delivered at each Post Office in the said route, at the time specified in the schedule hereto annexed, on penalty of fifty dollars for each hour which shall elapse between any time so fixed and the time of the mail's actual arrival, to be deducted from the pay of the said John, unless he shall make it appear, to the satisfaction of the Postmaster General, that the delay was unavoidable.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and double the sum allowed the said John for one trip, to be calculated in proportion to the value of the whole number of trips, shall be deducted from his pay, as a penalty for such delay or loss, unless it shall be made to appear, to the satisfaction of the Postmaster General, that such delay was unavoidable; in which case, only the value of the sum allowed as aforesaid shall be detained and deducted. And it is understood that no pay shall be made for any trip lost, whatever may be the cause of the loss.

4. That the said John shall be answerable for the persons to whom he shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

5. That ten minutes after the delivery of the mail at any Post Office not named in the annexed schedule, on the aforesaid route, shall be allowed the Postmaster for opening the same, and making up another mail to be forwarded.

6. That if the said John or his agents, charged with the aforesaid mail, shall pass any Post Office without stopping the time allowed for opening and making up a mail, unless sooner discharged by the Postmaster, he shall forfeit five dollars for every such failure, to be deducted from his pay.

7. That if the person or persons to whom the said John shall commit the transportation of the mail do proceed without it, or do not make a proper exchange of the mails, where such exchange is statedly to be made, or instead thereof shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and double the sum allowed the said John for one trip, to be calculated in proportion to the value or sum allowed for the whole number of trips to be performed, shall be deducted from his pay, as a forfeiture for such failure. And a similar deduction shall be made for every trip lost during the continuance of this contract, unless it shall be made to appear, to the satisfaction of the Postmaster General, that such trips were not lost through neglect, but by unavoidable accident.

8. That, upon reasonable complaint made by the Department of the Post Office against any carrier of the said mail, for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That when the said mail goes by a stage wagon, it shall invariably be carried within the body of it: and that when it stops at night, it shall be put in a secure place, and there locked up. A penalty of one dollar a mile shall be incurred for every mile in which the mail, when conveyed by stage, shall be carried out of the body of the carriage, to be deducted from the quarterly pay before stipulated. And if one delay shall occur, equal to a trip lost, the Postmaster General, when satisfied that such has arisen from negligence or misconduct, shall have full right to annul this contract.

10. That the said Postmaster General covenants with the said John, to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said John for the carriage thereof as aforesaid, at the rate aforementioned, quarterly, in one month after the expiration of each quarter; the penalties, if any, being first deducted.

11. It is mutually understood, by the contracting parties, that if the route, or any part of the route, herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of the route, the mail not being carried by stage under this contract, that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving at least one month's notice of such event, and making an allowance of one month's extra pay.

And it is mutually covenanted and agreed by the said parties, that this contract shall commence on the 1st day of January next, and continue in force until the 31st day of December, inclusively, which will be in the year 1816.

Provided, always, That this contract shall be null and void, in case the said John shall become a member of Congress; and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress, passed on the 21st day of April, A. D. 1808, entitled "An act concerning public contracts."

In witness whereof, they have hereto interchangeably set their hands and seals, the day and year first above written.

Signed, sealed, and delivered, in the presence of P. BRADLEY.

JOHN TAYLOE.

The schedule subject to alteration by the Postmaster General, he previously stipulating what he deems, if any, an adequate compensation for any extra expense that may be occasioned thereby.

Leave Alexandria every day at 5 P. M.

Arrive at Dumfries same day by 12 at night.

Leave Dumfries every day at 9½ P. M.

Arrive at Alexandria next morning by 3 o'clock.

Upon the margin of a copy of this contract, which was obtained at the Comptroller's office, is the following note, viz:

"Colonel Tayloe is to receive the sum of \$2,210 28, for carrying the mail from November 1, to June 1, 1814, instead of the contract pay for that period."

No. 11.

A statement of the moneys paid for transportation of the United States' mail from Washington City to Fredericksburg, in the years 1814, 1815, and 1816, as charged in the abstracts rendered to the Treasury, by the Post Office Department.

Date.	Contractors.	Route.	Specific payments.	Quarterly pay.	Yearly pay.	
1814.						
Jan. 1 to April 1,	John Tayloe, George Williams,	Alexandria, Occoquan, and Dumfries, Dumfries and Stafford, -	\$1,578 78 312 50	\$1,891 28	\$9,936 06	
April 1 to July 1,	William Crawford, John Tayloe, George Williams, Hazlewood Farish,	Washington City and Alexandria, - Alexandria and Dumfries, - Alexandria and Fredericksburg, - Fredericksburg, Dumfries, & Stafford,	251 00 26 36 850 52 3,154 27			
July 1 to Oct. 1,	William Crawford, John Tayloe, George Williams,	Washington City and Alexandria, - Alexandria and Dumfries, - Alexandria and Fredericksburg, -	412 62 947 25 473 63	4,282 15		
Oct. 1 to Dec. 31,	William Crawford, Do. entered above for ferries, &c. John Tayloe, George Williams,	Washington and Alexandria, - Washington and Alexandria, Alexandria and Dumfries, - Dumfries and Fredericksburg, -	260 75 247 50 947 25 473 63	1,833 50		
Paid for the year 1814,			-	1,929 13		
Jan. 1 to April 1,	William Crawford, John Tayloe, George Williams,	Washington City and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford, -	260 75 448 46 473 63	1,182 84		
April 1 to July 1,	William Crawford, George Williams,	Washington City and Alexandria, - Dumfries and Stafford, -	260 75 473 63			
July 1 to Oct. 1,	William Crawford, John Tayloe, George Williams,	Alexandria and Washington City, - Alexandria and Dumfries, - Dumfries and Stafford, -	260 75 666 67 473 63	734 38		
Oct. 1 to Dec. 31,	William Crawford, John Tayloe, George Williams,	Washington and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford, -	660 75 1,012 00 473 63	1,401 05		
Paid for the year 1815,			-	2,146 38		
Jan. 1 to April 1,	William Crawford, John Tayloe, George Williams,	Washington and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford, -	260 75 1,000 00 473 63	1,734 38		
April 1 to July 1,	William Crawford, John Tayloe, George Williams, Hazlewood Farish,	Washington and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford C. H. - Stafford C. H., Fredericksburg, &c.	260 75 1,000 00 473 63 2,229 96			
July 1 to Oct. 1,	William Crawford, John Tayloe, George Williams, Hazlewood Farish,	Washington City and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford C. H. - Stafford C. H. and Fredericksburg,	260 75 1,000 00 473 63 1,740 31	3,964 34		
Oct. 1 to Dec. 31,	William Crawford, John Tayloe, George Williams, Hazlewood Farish,	Washington City and Alexandria, - Alexandria and Dumfries, - Dumfries and Stafford C. H. - Stafford C. H. and Fredericksburg,	260 75 1,083 41 473 63 5,159 61	3,474 69		
Paid for the year 1816,			-	6,977 40		
Total amount,			-	-		16,150 81
						\$31,551 52

No. 12.

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE, *February 10, 1821.*

SIR:

I had the honor to receive your letter of yesterday, requesting to be furnished with an authenticated copy of the contract for carrying the mail from Washington to Fredericksburg, for the years 1814, 1815, and 1816; or the original contract, which would be preferred.

In reply, I have to state that it does not appear that a duplicate of the original contract has been rendered to this office by the Postmaster General.

The only document which can be found is the copy of the contract alluded to, as furnished by the Postmaster General, which is enclosed herewith.

I also enclose a similar copy of the contract for carrying the mail from Alexandria to Dumfries, for the same years, being part of the same route.

With great respect, I have the honor to be, sir, your obedient servant,

JOSEPH ANDERSON, *Comptroller.*HON. MR. PHELPS, *Congress.*

No. 13.

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE, *January 5, 1821.*

SIR:

I had the honor to receive your letter of the 30th ult. requesting, in behalf of the committee to investigate the affairs of the Post Office Department, an official statement from this office of the following mail contracts, viz:

1. For routes Nos. 8, 15, 34, 60, 64, 130, 135, 136, 177, 178, 182, 183, 184, 185, and 186, all made in the year 1813; to be performed in 1814.
2. For routes Nos. 3, 5, 83, 89, 120, 121, 201, 209, and 226, all made in the year 1814; to be performed in 1815.
3. For routes Nos. 72, 115, 117, 118, 136, 158, 189, 218, 257, 297, 298, 309, and 316, all made in the year 1816; to be performed in 1817.

You observe, the committee also wish me to give the names of the contractors; the amount of their respective compensations; the commencement and termination of the routes; duration of the contract; amount of the lowest proposal for each route; and the name of the person or persons who made it; and to state the time when duplicates of those contracts were lodged in this office.

In reply, I have to state that, on examining the files of this office, I do not find any communication from the Postmaster General, transmitting the documents to which you have reference; but, after a long search among the boxes, containing the accounts of the Deputy Postmasters, a chest was at last found containing documents, which, although not precisely what the committee have called for, still furnish almost the whole of the information wanted: for instance, the original proposals made in 1813, for contracts to be performed in 1814, have been found, but not the copies of the contracts; the information to be obtained from which, however, is found in the list of the proposals, which shows the names of the persons to whom the contracts were given, with the prices to be allowed, as well as the prices at which other persons proposed to take the same contracts.

The original proposals made in 1814, for contracts to be performed in 1815; and those made in 1816, for contracts to be performed in 1817, have been found, except Nos. 120 and 121, for the year 1815, and No. 316, for 1817. The corresponding duplicate contracts have also been found, with the exception only of Nos. 120 and 121.

Believing that the documents themselves will give more satisfactory information to the committee than any extracts which might be made from them, I have concluded to enclose them to you, and have to request that when the committee shall have no further use for them, you will have the goodness to return them to this office.

The documents in question were found in a large box (similar to the boxes in which the Deputy Postmasters' accounts are forwarded) which had been placed in the passage of the second floor of the Treasury building; but in relation to the time when there placed, and by whom, I can give no information, having received no communication at the time from the Postmaster General on the subject, nor any intimation of their having been so placed.

With great respect, I have the honor to be, your obedient servant,

JOSEPH ANDERSON, *Comptroller.*The Hon. E. PHELPS, *Chairman, &c.*

No. 14.

TREASURY DEPARTMENT, *February 1, 1821.*

SIR:

In compliance with the request contained in your letter of the 30th ult., I have the honor to enclose a statement furnished by the Fifth Auditor, exhibiting the receipts of the General Post Office from the commencement of the year 1814, to the end of the first quarter of 1819, and the expenditure of that Department for the same period.

It appears, by the letter of that officer, which accompanies the statement, that the accounts of the General Post Office have not been rendered for settlement to a later period than the 31st of March, 1819.

I remain, with respect, your most obedient servant,

WILLIAM H. CRAWFORD.

HON. J. CULPEPPER.

No. 15.

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, *February 1, 1821.*

SIR:

I have the honor to enclose, in consequence of Mr. Culpepper's letter to you of the 30th ultimo, a statement of the receipts and expenditures of the General Post Office, from the commencement of the year 1814, to the 31st March, 1819, being the latest period to which the accounts have been rendered to this office for settlement. The time when they were respectively rendered is known only with respect to the last three quarters, which is noted in the statement; no memorandum having been kept of the receipts of the preceding quarters.

I have the honor to be, with great respect, sir, your most obedient servant,

S. PLEASANTON, *Fifth Auditor of the Treasury.*

HON. SECRETARY OF THE TREASURY.

No. 16.

Statement exhibiting the receipts and expenditures of the General Post Office, from the 1st of January, 1814, the year in which Return J. Meigs, Esq. was appointed Postmaster General, to the 31st of March, 1819.

	PAYMENTS FOR							REMARKS.			
	Balance due at the beginning of the quarter.	Gross amount of postage.	Transportation of the mail.	Incidental expenses of the General Post Office.	Compensation to Deputy Postmasters, including contingent expenses.	Way and ship letters.	Total amount.				
								Nett amount of postage.	Excess of expenditure.	Payments made into the Treasury by warrants, &c.	Balance due the United States at the end of the quarter.
1814.											
First quarter,	\$313,086 88	\$176,405 36	\$121,492 07	\$2,947 97	\$56,923 64	\$ 359 61	\$181,723 29	-	\$5,318 03	\$15,000 00	\$292,768 85
Second quarter,	292,768 85	189,293 39	116,413 77	5,465 98	57,840 05	642 83	180,362 63	\$8,930 66	-	-	301,699 51
Third quarter,	301,699 51	184,096 33	128,819 73	4,724 85	60,102 29	517 82	194,164 69	-	10,068 36	-	291,631 15
Fourth quarter,	291,631 15	180,639 39	108,382 56	1,099 45	50,700 45	422 93	169,605 39	11,034 00	-	-	302,665 15
1815.											
First quarter,	302,665 15	323,611 79	127,125 13	2,966 12	70,080 80	425 86	200,597 91	23,013 88	-	-	325,679 03
Second quarter,	325,679 03	373,537 31	107,538 55	3,160 16	58,980 58	1,339 95	171,219 24	102,318 07	-	60,000 00	367,997 10
Third quarter,	367,997 10	370,642 32	119,650 42	2,915 67	56,640 34	1,794 15	181,000 58	89,641 64	-	75,000 00	382,638 64
Fourth quarter,	382,638 64	373,657 53	129,607 96	1,388 45	56,160 31	2,308 27	189,364 99	84,292 54	-	66,198 43	400,732 75
1816.											
First quarter,	400,732 75	390,479 54	138,881 87	3,032 40	59,287 57	1,777 48	192,979 32	97,500 22	-	67,000 00	431,232 97
Second quarter,	431,232 97	215,789 03	133,551 36	4,819 56	63,646 72	2,306 09	204,323 73	11,465 30	-	-	442,698 27
Third quarter,	442,698 27	218,056 61	138,447 95	5,562 75	64,534 32	2,103 14	200,648 16	17,408 45	-	16,700 00	443,406 72
Fourth quarter,	443,406 72	236,402 79	134,507 45	2,435 53	69,946 53	2,041 36	206,933 87	27,468 92	-	-	470,875 64
1817.											
First quarter,	470,875 64	340,244 88	138,434 39	4,674 59	70,693 62	1,650 45	205,463 05	34,781 83	-	19,999 50	485,657 97
Second quarter,	485,657 97	325,592 36	141,169 70	7,606 95	75,146 55	2,335 66	229,351 86	29,340 50	-	9,272 41	505,796 06
Third quarter,	505,796 06	325,983 32	169,306 82	7,586 10	76,739 90	2,293 72	255,915 74	-	932 51	100 00	504,693 55
Fourth quarter,	504,693 55	247,904 52	147,846 04	2,389 16	72,806 57	2,308 17	225,949 94	92,654 58	-	14,070 00	513,278 13
1818.											
First quarter,	513,278 13	382,365 92	161,001 16	9,080 79	83,642 24	2,304 40	256,028 59	95,327 32	-	-	539,615 46
Second quarter,	539,615 46	383,391 28	161,236 54	6,108 12	82,383 99	2,339 58	257,748 23	29,463 05	-	-	569,258 51
Third quarter,	569,258 51	387,135 54	168,567 93	5,714 05	85,745 57	2,321 59	262,549 14	24,586 40	-	6,000 18	587,844 73
Fourth quarter,	587,844 73	276,910 74	169,856 43	3,325 28	83,706 48	2,185 52	259,073 71	17,837 03	-	-	605,681 76
1819.											
First quarter,	605,681 76	303,531 62	157,047 40	6,651 11	90,125 48	2,197 40	256,021 39	27,810 23	-	-	633,491 99

\$239 96 was admitted in gross amount of postage this quarter in last statement from this office.

Rendered to the Treasury, May 17, 1820.
Rendered to the Treasury, Aug. 15, 1820.

Rendered to the Treasury, Oct. 27, 1820.

S. PLEASANTON, Auditor.

FIFTH AUDITOR'S OFFICE, February 1, 1821.

No. 17.

Statement of the quarterly receipts and expenditures of the General Post Office, from January 1, 1814, to October 1, 1820.

January 1, 1814,	Cash on hand, - - - -	-	-	\$71,264 94	
	Amount received this quarter, - - - -	-	-	117,778 76	\$189,043 70
	Amount expended this quarter, - - - -	-	-	\$122,845 94	
	Amount paid into the Treasury, - - - -	-	-	30,000 00	
	Balance on hand, - - - -	-	-	36,197 76	169,043 70
April 1, 1814,	Cash on hand, - - - -	-	-	36,197 76	
	Amount received this quarter, - - - -	-	-	176,686 19	212,883 95
	Amount expended this quarter, - - - -	-	-	152,647 17	
	Amount paid into the Treasury, - - - -	-	-	15,000 00	
	Balance on hand, - - - -	-	-	45,236 78	212,883 95
July 1, 1814,	Cash on hand, - - - -	-	-	45,236 78	
	Amount received this quarter, - - - -	-	-	118,526 04	163,763 82
	Amount expended this quarter, - - - -	-	-	117,635 56	
	Balance on hand, - - - -	-	-	46,127 26	163,763 82
October 1, 1814,	Cash on hand, - - - -	-	-	46,127 26	
	Amount received this quarter, - - - -	-	-	127,915 38	174,042 64
	Amount expended this quarter, - - - -	-	-	152,087 21	
	Balance on hand, - - - -	-	-	21,955 43	174,042 64
January 1, 1815,	Cash on hand, - - - -	-	-	21,955 43	
	Amount received this quarter, - - - -	-	-	116,960 84	138,916 27
	Amount expended this quarter, - - - -	-	-	109,666 62	
	Balance on hand, - - - -	-	-	29,249 65	138,916 27
April 1, 1815,	Cash on hand, - - - -	-	-	29,249 65	
	Amount received this quarter, - - - -	-	-	152,183 71	181,433 36
	Amount expended this quarter, - - - -	-	-	137,968 17	
	Balance on hand, - - - -	-	-	43,465 19	181,433 36
July 1, 1815,	Cash on hand, - - - -	-	-	43,465 19	
	Amount received this quarter, - - - -	-	-	169,709 97	213,175 16
	Amount expended this quarter, - - - -	-	-	124,595 40	
	Amount paid into the Treasury, - - - -	-	-	6,000 00	
	Balance on hand, - - - -	-	-	28,579 76	213,175 16
October 1, 1815,	Cash on hand, - - - -	-	-	28,579 76	
	Amount received this quarter, - - - -	-	-	204,569 45	233,169 21
	Amount expended this quarter, - - - -	-	-	139,984 81	
	Amount paid into the Treasury, - - - -	-	-	75,000 00	
	Balance on hand, - - - -	-	-	18,184 40	233,169 21
January 1, 1816,	Cash on hand, - - - -	-	-	18,184 40	
	Amount received this quarter, - - - -	-	-	191,229 50	211,952 14
	Balance on hand, - - - -	-	-	2,538 24	
	Amount expended this quarter, - - - -	-	-	145,753 71	
	Amount paid into the Treasury, - - - -	-	-	66,198 43	211,952 14
April 1, 1816,	Amount received this quarter, - - - -	-	-	245,126 65	245,126 65
	Amount expended this quarter, - - - -	-	-	147,030 83	
	Amount paid into the Treasury, - - - -	-	-	75,953 60	
	Balance on hand, - - - -	-	-	22,142 22	245,126 65

No. 17—Continued.

July 1, 1816,	Cash on hand, -	-	-	-	\$22,142 22	
	Amount received this quarter,	-	-	-	169,762 74	\$191,904 96
	Amount expended this quarter,	-	-	\$151,034 95		
	Amount paid into the Treasury,	-	-	16,700 00		
October 1, 1816,	Balance on hand,	-	-	24,170 01		191,904 96
	Cash on hand, -	-	-	-	24,170 01	
	Amount received this quarter,	-	-	-	151,086 20	175,256 21
	Amount expended this quarter,	-	-	157,510 65		
January 1, 1817,	Balance on hand,	-	-	17,745 56		175,256 21
	Cash on hand, -	-	-	-	17,745 56	
	Amount received this quarter,	-	-	-	184,539 23	202,284 79
	Amount expended this quarter,	-	-	161,041 26		
April 1, 1817,	Amount paid into the Treasury,	-	-	19,990 50		
	Balance on hand,	-	-	21,244 03		202,284 79
	Cash on hand, -	-	-	-	21,244 03	
	Amount received this quarter,	-	-	-	178,594 61	199,838 64
July 1, 1817,	Amount expended this quarter,	-	-	184,755 35		
	Amount paid into the Treasury,	-	-	318 81		
	Balance on hand,	-	-	14,764 48		199,838 64
	Cash on hand, -	-	-	-	14,764 48	
October 1, 1817,	Amount received this quarter,	-	-	-	181,183 21	195,947 69
	Amount expended this quarter,	-	-	162,240 33		
	Balance on hand,	-	-	33,707 36		195,947 69
	Cash on hand, -	-	-	-	33,707 36	
January 1, 1818,	Amount received this quarter,	-	-	-	177,915 69	211,623 05
	Amount expended this quarter,	-	-	161,464 19		
	Amount paid into the Treasury,	-	-	100 00		
	Balance on hand,	-	-	50,058 86		211,623 05
April 1, 1818,	Cash on hand, -	-	-	-	50,058 86	
	Amount received this quarter,	-	-	-	175,715 25	225,774 11
	Amount expended this quarter,	-	-	170,083 05		
	Amount paid into the Treasury,	-	-	14,070 00		
July 1, 1818,	Balance on hand,	-	-	41,621 06		225,774 11
	Cash on hand, -	-	-	-	41,621 06	
	Amount received this quarter,	-	-	-	197,112 46	238,733 52
	Amount expended this quarter,	-	-	192,963 08		
October 1, 1818,	Balance on hand,	-	-	45,770 44		238,733 52
	Cash on hand, -	-	-	-	45,770 44	
	Amount received this quarter,	-	-	-	167,300 62	213,071 06
	Amount expended this quarter,	-	-	191,455 96		
January 1, 1819,	Balance on hand,	-	-	21,615 10		213,071 06
	Cash on hand, -	-	-	-	21,615 10	
	Amount received this quarter,	-	-	-	171,752 36	193,367 46
	Amount expended this quarter,	-	-	174,636 95		
April 1, 1819,	Amount paid into the Treasury,	-	-	6,000 00		
	Balance on hand,	-	-	12,730 51		193,367 46
	Cash on hand, -	-	-	-		
	Amount received this quarter,	-	-	-		

No. 17—Continued.

January 1, 1819,	Cash on hand, - - -	-	-	-	\$12,730 51	
	Amount received this quarter,	-	-	-	212,458 26	\$225,188 77
	Amount expended this quarter,	-	-	\$183,770 46		
	Balance on hand, -	-	-	41,418 31	-	225,188 77
April 1, 1819.	Cash on hand, - - -	-	-	-	41,418 31	
	Amount received this quarter,	-	-	-	205,380 02	246,798 33
	Amount expended this quarter,	-	-	201,874 95		
	Balance on hand, -	-	-	44,923 38	-	246,798 33
July 1, 1819,	Cash on hand, - - -	-	-	-	44,923 38	
	Amount received this quarter,	-	-	-	222,244 77	267,168 15
	Amount expended this quarter,	-	-	204,019 12		
	Balance on hand, -	-	-	63,149 03	-	267,168 15
October 1, 1819.	Cash on hand, - - -	-	-	-	63,149 03	
	Amount received this quarter,	-	-	-	191,090 67	254,239 70
	Amount expended this quarter,	-	-	196,786 64		
	Amount paid into the Treasury,	-	-	71 32		
	Balance on hand, -	-	-	57,381 74	-	254,239 70
January 1, 1820,	Cash on hand, - - -	-	-	-	57,381 74	
	Amount received this quarter,	-	-	-	212,404 32	269,786 06
	Amount expended this quarter,	-	-	200,000 57		
	Balance on hand, -	-	-	69,785 49	-	269,786 06
April 1, 1820,	Cash on hand, - - -	-	-	-	69,785 49	
	Amount received this quarter,	-	-	-	206,738 36	276,523 85
	Amount expended this quarter,	-	-	219,545 23		
	Balance on hand, -	-	-	56,978 62	-	276,523 85
July 1, 1820,	Cash on hand, - - -	-	-	-	56,978 62	
	Amount received this quarter,	-	-	-	208,433 35	265,411 97
	Amount expended this quarter,	-	-	222,200 34		
	Amount paid into the Treasury,	-	-	2,000 00		
	Balance on hand, -	-	-	41,211 63	-	265,411 97
October 1, 1820,	Cash on hand, - - -	-	-	-	41,211 63	

No. 18.

CLERK'S OFFICE OF THE HOUSE OF REPRESENTATIVES OF U. S., January 5, 1821.

SIR:

In answer to your note of yesterday, requiring me to state *officially* whether the Postmaster General had reported to Congress the contracts which he had made for the transportation of the mail in the year 1818, I have the honor to state that a very careful and minute examination of the records and files of my office resulted in a conviction, and I do accordingly hereby certify, that no such report has been communicated to the *House of Representatives* for that year.

I have the honor to be, very respectfully, your humble servant,

THOMAS DOUGHERTY, C. H. R.

Honorable ELISHA PHELPS, *Chairman Select Committee to investigate the affairs of the General Post Office.*

FEBRUARY 24, 1821.

The committee, conformably to a previous arrangement with the Postmaster General, received, on the 21st day of February instant, the following written defence.

To one remark, contained in the first paragraph of this defence, the committee would advert. It is that in which it is observed that he "was gratified to learn explicitly from the committee, at that interview, that the cases exhibited were not regarded as charges which had appeared in evidence against the Department, or on which any testimony had been taken," &c. This remark is not correct.

GENERAL POST OFFICE DEPARTMENT, February 20, 1821.

To the Honorable Committee of the House of Representatives appointed to investigate the concerns of the General Post Office Department:

GENTLEMEN:

Agreeably to an understanding with the committee at my interview on Friday last, I shall now proceed to give such information and explanations, in relation to the several points proposed by the committee, as I trust will prove entirely satisfactory. I was gratified to learn explicitly from the committee, at that interview, that the cases exhibited were not regarded as charges which had appeared in evidence against the Department, or on which any testimony had been taken; but that some were facts drawn from the official documents that required an explanation to satisfy the committee of the correctness of the proceedings of the Department; and that others were rumors, in relation to which the committee desired the statement of facts.

1st. The first point is, "*that the public money has been improperly expended by the Post Office Department, for transporting the mail from Washington to Fredericksburg, in the years 1814, 1815, and 1816.*"

A plain and simple narrative of the facts, in relation to that case, it is presumed, will fully justify the course which was taken. But, before entering upon the subject, it may not be improper to remind the committee that most of these proceedings were anterior to my official duties as Postmaster General, which commenced in April, 1814.

It appears that a contract was made by my predecessor, with a company of gentlemen, in October, 1813, to transport the mail betwixt Washington and Fredericksburg for the years 1814, 1815, and 1816, with a distinct understanding that the letter mail was to be carried through by express, on horseback, during the winter, while the roads on that route are so bad as to render it impossible for stages to move with any degree of rapidity; and that the mail containing newspapers and pamphlets, which was too heavy to be carried on horseback, should be subject to the more tardy movement of the stages, which occupied nearly two days.

It appears that, in November, 1813, after the above contract had been made, but before the performance under it commenced, the President and Secretaries of Departments thought it advisable, in consequence of the general anxiety which the war excited to obtain the earliest possible intelligence, that the whole mail, newspapers as well as letters, should be carried through by the express. This arrangement, which required much more than double the expense of carrying it agreeably to the plan at first contemplated, entirely vitiated the original contract. It could not be carried with sufficient rapidity in stages, and it was too heavy to be carried on horseback. It became necessary, therefore, to transport it in curricles; an expensive mode, but the only one practicable. After several unsuccessful attempts to have it satisfactorily performed at a low price in curricles, the Department appears to have employed an experienced agent, who purchased horses and carriages, and carried that part of it betwixt Alexandria and Dumfries on account of the Department; that being the worst part of the road, and on which no contractor would perform. An extra price was given to those who carried it on the other parts of the route, in consequence of the extra expense.

In this situation I found it when I came into the Department, in April, 1814. It remained thus until the commencement of 1815, when, finding it troublesome and expensive to transport the mail through an agent of the Department, the property employed on the route was sold, at a fair valuation, to Colonel Tayloe, and a new contract entered into with him, upon terms considerably lower than what it cost the Department while transported by its agent. It has since been advertised, and no other person has proposed to carry it at a lower rate than what was then given.

The rumors of which the honorable committee have spoken were propagated in 1816 by certain malcontents, who were then clerks in this office, when, at my own request, a committee of the House of Representatives was appointed to investigate the fiscal concerns of this Department. That committee, one of whom (the honorable Timothy Pickering) had been Postmaster General, and was perfectly acquainted with the nature of all the operations of the Department, entered fully into this case; and I would respectfully refer the honorable committee to the report then made on this point, which is contained in the following sentence:

"*The facts stated in this charge* (viz: 'that a contract for carrying the mail from Washington to Fredericksburg had been superseded, by order of the Postmaster General, before it expired, and about double the amount given for the same service,') *are admitted to be correct, and the letter of the Postmaster General, (No. 19,) contains a satisfactory explanation of the reasons for altering the terms of the contract. Whether too much was eventually given for the service, under the changes required by the Postmaster General, is a subject not in the power of the committee to decide; nor would they be justified in presuming any misconduct in a transaction which appears to have been so fairly conducted.*"

2d. The second point is, "*that duplicates of all contracts made by the Department, and the proposals respecting them, have not been lodged with the Comptroller of the Treasury.*"

To this I reply, that, since my time, they have always been regularly lodged in the office of the Comptroller before the accounts and payments relating to them have come before him for examination, so that the spirit and design of the law have been strictly complied with. The letter of the law enjoins what is found impracticable, on account of circumstances which the committee will readily perceive. The number of contracts made at one time is usually between three and four hundred, many of which are with persons at extreme parts of the Union. These contracts are prepared at the Department, and sent to them to be executed; and it often happens, from some misconception on the part of the contractor, or some explanation desired by him, or sometimes from his declining to comply with the conditions, that several communications pass betwixt him and the Department before he returns the contract, which prolongs the time considerably beyond the period specified in the law for lodging them with the Comptroller. They might, indeed, be sent to him one by one, as they are received, but that would not be a literal compliance with the law; and the depositing them together, filed alphabetically, is found much more convenient to the Department, while it furnishes superior facilities to the Comptroller for reference. This subject was regarded of so little importance by my predecessor, that, during the thirteen years of his administration, he made but two lodgments of the duplicate contracts and proposals in the office of the Comptroller. All that were omitted by him I have sent there, and all that have since been made, up to 1818. The remainder require only the formality of removing from one building to another, which will be done, as all others have been, before the accounts growing out of them shall come before the Comptroller.

3d. The third point is, "*that the Postmaster General has not rendered, once in three months, to the Secretary of the Treasury, a quarterly account of all receipts and expenditures.*"

To this I reply, that the law which requires the Postmaster General to render his accounts once in three months, has ever been understood simply to require these accounts to be presented in regular periods of three months each, agreeably to the common rule of the Treasury transactions, and not that they shall be rendered at the close of each quarter, for the three months immediately preceding, for this would be requiring an impossibility. There are 4,669 Post Offices in the United States, the accounts from which, after the close of a quarter, are all to be forwarded to the General Post Office. When received here, they are examined and registered in quarterly accounts current, from which they are posted into ledgers. After this, these accounts current are copied into the proper form for the Treasury. Besides these, there are upwards of a thousand mail routes, on which the mails are transported, at the average rate of 27,559 miles a day, during every season of the year. The payments made to the contractors after the close of a quarter, by remittances to every part of the Union; the obtaining receipts for these payments, to accompany the accounts to the Treasury, as vouchers, necessarily occupy a considerable length of time. As only one person at a time can be employed upon the same book, and as the labor of preparing the accounts, first for the Department, and then for the Treasury, must be performed after the necessary documents have come to hand, it must be obvious that they cannot be rendered at the Treasury till long after the expiration of the term to which they relate. It appears from the documents of the office, that none of my predecessors, from the commencement of the Government, ever rendered their accounts sooner after the transaction occurred than I have done, though the extension of the Department has

increased in a ten-fold ratio. In addition to the above, it may be proper to inform the committee that this part of the business was far in arrears at the commencement of my official duties. When I came into the Department, in April, 1814, the accounts had been rendered to the Treasury only to the 30th June, 1809, being nearly five years behind. By unceasing and laborious exertions, all those arrearages have been brought up, and the whole accounts have been rendered to the Treasury up to the 1st of July, 1819, making a period of ten years prepared and rendered since April, 1814. Others are in a state of forwardness, and will be rendered long before those which are already in the Treasury Department can be gone through and adjusted there.

4th. The fourth point is, "*that the Postmaster General has not paid into the Treasury of the United States the balance due from him.*"

From conversation with the committee, I learned that this conclusion was drawn from the balance which appears against this Department on the books of the Treasury. That balance exhibits not the amount of moneys collected by the Department, but it embraces all balances due to the Department from Postmasters. The General Post Office Department is held accountable to the Treasury Department for the whole amount of postages throughout the United States; and almost the whole of the Auditor's balance remains due to this office, as will appear from the list furnished the House on the 23d of January, and for an explanation of which I would refer the committee to my letter accompanying the same. The balances have been promptly paid over as they have been collected, reserving only a sufficiency to meet such current expenses and contingencies as are daily arising; a practice sanctioned by the example of all my predecessors, and demonstrated by experience to be necessary to the successful operations of the Department. I find that the whole amount paid over to the Treasury by this Department from the organization of the Government in March, 1789, to March, 1814, a period of twenty-five years, is \$702,388 40, making an average of \$28,095 53 a year. Since I came into the Department, from March, 1814, to March, 1830, a period of sixteen years, the different payments to the Treasury amount to \$379,411 76, making an average of \$63,235 29 a year; more than double the average for the former period. But, owing to the increased length of the mail routes, principally through new and very thinly populated regions of the country, added to the general pressure which is felt, it is very doubtful whether it will be possible, for a considerable time, in future, to collect more than will be required to pay for the transportation of the mail, or even sufficient for that purpose.

5th. The fifth point is, "*that he had loaned the public money to John G. Jackson and Benjamin Tallmadge.*"

At my interview with the committee, they informed me that no evidence of these transactions was before them, but rumor had repeated the circumstance; and a statement of facts was desired in relation thereto. This rumor appears to be a re-echo of what was brought before the committee of 1816, which committee had this subject before them; and, after a thorough investigation of the facts, embraced it in the third article of their report, to which I would also respectfully refer the committee. The transactions were anterior to my time, and I can only inform the committee of what appears to have been their nature.

I find that as early as 1806, those gentlemen, being members of Congress, frequently made collections for their constituents, principally from offices of the Government, and that it was common for them, through the Assistant Postmaster General, to remit such collections by draughts from this Department, in lieu of which he received either moneys or draughts upon places where he had occasion to make remittances to pay contractors; and as, in some instances, the draughts thus exchanged, did not exactly correspond in amount, he kept a memorandum of the difference, which, for the purpose of keeping more regularly, he transferred to the books of the office; the former in 1809, the latter in 1812. When I came into the office, I found these accounts still open, and that the balances had been always very inconsiderable, sometimes in favor of the individuals, and sometimes in favor of the Department. One of the accounts was finally closed in 1814, the other in 1816; since which time, no account has been kept with any individuals who were not connected with the Department. It was suggested also by the committee, that rumor informed them that these exchanges were made at a time when a depreciation had taken place in the currency which was received. In answer to this, I will assure the committee, that only one payment was ever made to General Jackson after the banks had stopped specie payment, and that was made in the depreciated notes of this District; and that only one payment was ever made to Colonel Tallmadge after I came into the Department, and that was made at New York, when all the banks were paying specie; and (the very reverse of a *loan*) it was in payment of a balance which was found due to him, to close his account.

6th. The sixth point is, "*that in his reports to Congress of contracts made by his Department, he has not reported them conformably to law.*"

On this point I will only remark that, as the object of the last section of the law referred to appeared to be to show to Congress whether any of the members of either House were contractors, in making the reports which it required, this point was principally kept in view; and all contracts entered into by this Department have been publicly advertised, with their dates and duration. In preparing the statements required by the law, there appears to have been an inadvertent omission of the date and duration of the contract, a circumstance in no degree surprising, amidst the great mass of business to be performed; and an omission in no degree affecting the object of the report. In all other respects, it is believed both the letter and spirit of the law have been strictly adhered to in such reports.

7th. The seventh point is, "*that he has not annually reported to Congress the contracts made by his Department.*"

To this I reply, that the contracts made by this Department have always been annually reported to Congress, except one instance, in which, owing to an accidental omission of one of the clerks, the report was not made at the time required, but the omission was subsequently discovered, and the report sent to the House.

In addition to the foregoing points, the committee asked an explanation of a difference which appears between the Fifth Auditor's statement of the Post Office accounts, and the accounts of receipts and disbursements furnished by this Department.

In relation to this, the committee will observe, that the Auditor's report states the "*gross amount of postages*" in the United States for a given time. From this *gross amount* is deducted the whole amount of Postmasters' commissions, and contingent expenses of their respective offices. The remainder constitutes the amount of balances arising in favor of the Department for that time. The report furnished from this office exhibits, not the *amount of postages*, but the *amount of payments actually made by Postmasters and received by the Department*. The difference, therefore, must always be considerable; and if it should so happen that the whole amount of balances arising in favor of the Department within a given time should be paid over to this office within that time, yet the difference between the *gross amount of postages* and the *actual receipts by the Department* would be equal to the whole amount of Postmasters' commissions and contingent expenses of their offices.

I have the honor to be, with respect, your obedient servant,

R. J. MEIGS, JUN.

A.

A statement of the credits allowed Hazlewood Farish, mail contractor, for carrying the mail for the year 1816.

FIRST QUARTER.					
Stafford court-house to Fredericksburg,	-	-	-	\$473 63	
Fredericksburg to Charlottesville,	-	-	-	600 00	
Fredericksburg to Bowling Green,	-	-	-	816 08	
For passing by Barboursville once a week,	-	-	-	17 50	
A second mail to Barboursville,	-	-	-	22 75	
					\$1,929 96
SECOND QUARTER.					
Stafford court-house to Fredericksburg,	-	-	-	473 63	
Fredericksburg to Charlottesville,	-	-	-		
Additional allowance from April 1,	-	-	-	600 00	
				300 00	
				900 00	
For passing by Barboursville once a week,	-	-	-	17 50	
Second mail to Barboursville,	-	-	-	22 75	
Fredericksburg to Battle's,	-	-	-	408 08	
Battle's to Bowling Green,	-	-	-	408 00	
					2,929 96
THIRD QUARTER.					
Stafford court-house to Fredericksburg,	-	-	-	473 63	
Fredericksburg to Charlottesville,	-	-	-	900 00	
Passing by Barboursville once a week,	-	-	-	17 50	
Second mail to Barboursville,	-	-	-	22 75	
Fredericksburg to Battle's,	-	-	-	146 30	
Battle's to Bowling Green,	-	-	-	180 13	
					1,740 31
FOURTH QUARTER, ENDING DECEMBER 31, 1816.					
Stafford court-house to Fredericksburg,	-	-	-	473 63	
Fredericksburg to Charlottesville,	-	-	-	900 00	
Passing by Barboursville,	-	-	-	40 25	
Fredericksburg to Battle's to December 1, at \$146 30 per quarter,	-	-	-	97 54	
Fredericksburg to Battle's, from 1st to 31st December, at \$408 08 per quarter,	-	-	-	136 02	
Battle's to Bowling Green, to December 1, at \$180 13 per quarter,	-	-	-	120 09	
Battle's to Bowling Green, from December 1st to 31st, at \$408 08 per quarter,	-	-	-	136 00	
For carrying the President's mail from June 7, 1816, to Oct. 7, 1816, 122 trips, at twenty dollars each trip,	-	-	-	2,440 00	
For allowance for carrying the mail in sulkies instead of stages, from Fredericksburg to Battle's, from July 1 to Dec. 1, 1816, at \$408 08 per quarter,	-	-	-		
Deduct already credited, same time,	-	-	-	650 14	
For similar allowance from Battle's to Bowling Green for the same period, at \$408 per quarter,	-	-	-	243 84	
Deduct already credited, same time,	-	-	-	436 30	
				650 00	
				300 22	
				379 78	
					5,159 61
Total amount to the credit of H. Farish, for the year 1816,	-	-	-	-	\$11,059 84

GENERAL POST OFFICE, February 27, 1821.

I certify that the foregoing is a true statement of the credits of Hazlewood Farish, as they stand on the books of this office, for the year 1816; and that the same was compared with the books by the honorable Mr. Culpepper, one of the members of the Committee of Investigation.

I further certify that the credit given to Hazlewood Farish, for the last quarter of that year was, merely for the sake of brevity, entered, in the Account Current for the Treasury, "Stafford c. h. and Fredericksburg," but was, in fact, composed of the various items, as entered in this statement, and as they stand recorded on the books of this office.

ANDREW COYLE, Chief Clerk.

It will be obvious to the committee that the foregoing explanation applies, with equal force and propriety, to any other quarter of the year embraced in this statement as to the fourth, (which, being the largest, was selected as the strongest case,) where all the routes on which Mr. Farish carried the mail are not enumerated on the Treasury account current. For example: In the first quarter he has credit for \$1,929 96, of which only \$473 63, (being one small item in the amount,) was credited for carrying the mail from "Stafford c. h. to Fredericksburg," whilst the balance, \$1,456 32, was credited for other routes, as appears by the statement. In the second quarter, whilst he has credit for \$2,929 96, only the sum of \$473 63, as before, was credited for the above route; and, in the third quarter, whilst he has credit for \$1,740 31, the same sum (\$473 63) was credited as before.

ANDREW COYLE, Chief Clerk.

B.

Transportation Dr. to Sundries for carrying the mail, viz:

To WILLIAM CRAWFORD.

1816 For carrying the mail from Washington to Alexandria:					
First quarter,	-	-	-	\$260 75	
Second quarter,	-	-	-	260 75	
Third quarter,	-	-	-	260 75	
Fourth quarter,	-	-	-	260 75	
					\$1,043 00

To JOHN TAYLOR.

1816 For carrying the mail from Alexandria to Dumfries:					
First quarter,	-	-	-	1,000 00	
Second quarter,	-	-	-	1,000 00	
Third quarter,	-	-	-	1,000 00	
Fourth quarter,	-	-	-	1,000 00	
Allowed for extra expenses at Hunting-creek bridge and Occoquan bridge,	-	-	-	83 41	
					4,083 41

To GEORGE WILLIAMS.

1816 For carrying the mail from Dumfries to Stafford court-house:

First quarter,	-	-	-	-	\$473 63
Second quarter,	-	-	-	-	473 63
Third quarter,	-	-	-	-	473 63
Fourth quarter,	-	-	-	-	473 63
					<u>\$1,894 52</u>

To HAZLEWOOD FARISH.

1816 For carrying the mail from Stafford court-house to Fredericksburg:

First quarter,	-	-	-	-	473 63
Second quarter,	-	-	-	-	473 63
Third quarter,	-	-	-	-	473 63
Fourth quarter,	-	-	-	-	473 63
					<u>1,894 52</u>

Total amount credited in 1816 for the carriage of the mail from Washington City to Fredericksburg, in Virginia, - - - - -

\$8,915 45GENERAL POST OFFICE, *February 27, 1821.*

I certify that the foregoing is a true statement from the books of this office, and that no greater sum was paid, or any other credits given for the carriage of the mail from Washington City to Fredericksburg, during the year 1816 than those mentioned in this statement, and that the same was compared with the books by the honorable Mr. Culpepper, one of the members of the Committee of Investigation.

ANDREW COYLE, *Chief Clerk.*GENERAL POST OFFICE DEPARTMENT, *February 2, 1821.*

SIR:

In obedience to the resolution of the House of Representatives of the 30th November, 1820, I have the honor to report the names of those persons who were indebted to this Department on the 31st day of December, 1816, and the amount then due from each person. Also the names of those who, since that time, have become and were indebted to this Department on the 30th day of September last, and the amount then due from each person.

It will be perceived that these documents embrace all the Postmasters and late Postmasters whose accounts were not then closed, contractors and agents of every description, throughout the United States, who have any connexion with the Department.

Remarks in relation to each particular account would have been too tedious, and have occupied too much time to have permitted me to make the report in due season; but some general explanatory remarks may not be unworthy the notice of the House.

Most of these balances are against Postmasters who were in office at the time, whose accounts were still running, and continually varying. In most of these cases the balances were intentionally left, as deposits, in the hands of the Postmasters, (especially where branches of the United States Bank were not convenient,) to meet the claims of contractors which were becoming due; as this method of deposit is found more safe than to incur the risk of transmitting the money to the Department, and from the Department back to the contractors.

So far as these balances are against contractors, they are on account of payments made to them while performing the services; but the amount due to them for these services is regularly placed to their credit on the 1st of January, 1st of April, 1st of July, and 1st of October, in each year; so that when balances appear against them, as in those cases on the 30th of September and 31st of December, it should be recollected that the services, in most cases, have been actually rendered, for which they will be credited on the following days.

These lists comprise all the unsettled balances which have arisen since the first establishment of the Department, in 1789; and they, as well as the balances of all others who are no longer in office or employment, up to July 1, 1818, are stated for settlement, and payment has been called for; most of them, subsequent to that date, are in a train for collection. Seven hundred and twenty-five suits have been instituted for the collection of balances prior to the close of the last year, six hundred and eleven of which have been directed since I took charge of the Department, in March, 1814. Two hundred and twenty-six have been prosecuted to a final settlement, and four hundred and ninety-nine remain unsettled, some still pending, others passed to a judgment, and executions issued, which are in the hands of marshals for collection.

I have the honor to be, very respectfully, sir, your obedient servant,

R. J. MEIGS, JUN.

HOD. JOHN W. TAYLOR, *Speaker of the House of Representatives.*

17th CONGRESS.]

No. 42.

[1st Session.]

RECEIPTS AND EXPENDITURES FROM 1816 TO 1821, INCLUSIVE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1822.

GENERAL POST OFFICE, *February 25, 1822.*

SIR:

Conformable to the directions of a resolution of the House of Representatives, passed the 24th of January, 1822, I communicate the statement therein required.

Statement of the Post Office Department, showing its produce and expenditure from 1816 to 1821, inclusive.

Years.	Number of Post Offices.	Gross amount of postages.	Compensation to Postmasters.	Incidental expenses.	Transportation of the mail.	Balance in favor of the General Post Office.	Balance against the General Post Office.	Extent in miles of post roads.
1816	3,260	961,782	265,944	16,508	521,970	157,360	-	48,976
1817	3,459	1,002,973	303,916	23,410	589,189	86,458	-	52,689
1818	3,618	1,130,235	346,429	24,792	664,611	94,403	-	59,473
1819	4,000	1,204,737	375,828	24,152	717,881	86,876	-	68,586
1820	4,500	1,111,927	352,295	26,206	782,425	-	48,999	73,492
* 1821	4,976	1,029,102	331,882	33,181	800,418	-	136,379	79,608
Dollars,	-	6,440,756	1,976,294	148,249	4,076,494	425,097	185,378	

By an examination of this statement it will appear that a deficiency of the revenue of the office is with much certainty anticipated; and it will be perceived that, since the year 1819, the postages have diminished, while the expenses have increased by the augmentation of post routes; and thus increased disbursements have been made, while the means of their support have decreased.

The causes of the diminution of postages may be assigned to a general depression of commerce, and a consequent inactivity of correspondence; to a scarcity of money; and, in some sections of the country, the absence of a currency adapted to the operations of the Department.

The above statement will exhibit the annual increase of the extent of miles of post roads established during the preceding six years, the total increase amounting to thirty thousand eight hundred and thirty-two miles. In the seven years preceding the last, the General Post Office has paid into the Treasury of the United States the sum of three hundred and eighty-five thousand eight hundred and seventy-eight dollars and twenty-one cents.

To supply the contingent deficiency of revenue, and to reduce expenditures, I will suggest:

Firstly. The expediency of discontinuing, by law, all post routes which do not and shall not produce one-third of the expenses of transporting the mails thereon, after an experiment of two years has been or shall hereafter be made.

Secondly. By providing by law for an increase of postage on newspapers, more proportionate to the expenses and distances of their transportation; and yet the increase of postage not to be so great as to affect the circulation of those useful vehicles of information, so necessary to the existence and preservation of free Governments; and by subjecting to postage all newspapers carried in the mail.

Thirdly. To provide for the better securing the postages on newspapers, the remedy proposed is to require the payment of newspaper postage before their transmission by mail.

Fourthly. By a diminution in the expenses of collection. The commissions at some of the Post Offices are greater, it is believed, than are really necessary. The fortieth section of the Post Office law, which requires the surplus, after paying the Postmaster two thousand dollars a year and his necessary expenses, to be accounted for, requires amendment. The Postmaster, being left himself the judge of what he shall pay for clerk hire and other expenses, may calculate so as to expend the whole amount of commission which the law authorizes him to charge. The only practicable remedy appears to be in a reduction of the commission and other allowances, so that no Postmaster may charge more than is really a proper compensation for himself, including his necessary expenses.

Fifthly. By prohibiting all passengers, as well as drivers and owners, in the public stages which travel on a post road, and all passengers who are conveyed in steam or other regular boats or vessels, from carrying letters and packets, other than such as are open and relate to their own concerns; and subjecting all such letters as are conveyed by a passenger, driver, or owner, when delivered into a Post Office, to the same postage as if conveyed in the mail.

The deficiency in the product of the two preceding years has been supplied by the collection of outstanding balances. The balance in favor of the General Post Office, on the 1st of January last, is estimated at something over five hundred thousand dollars. A part of that sum has been collected and paid to contractors for carrying the mail. This would seem to afford a means of supplying the deficiency of the product of the current year. But it should be recollected that this contains the accumulated balances of the Department, from its first establishment, say for nearly thirty-three years. And although the absolute loss will, it is supposed, amount to an inconsiderable sum, it is found to be extremely difficult to collect sufficiently fast to satisfy the demands upon the office. And experience shows that there must be always a large outstanding balance.

The causes previously assigned for the diminution of postages, together with occasional bankruptcies, deaths of Postmasters, and the extensive number of nearly five thousand Postmasters, operate also to retard the collection of balances.

Two clerks have been constantly employed for three years past, and have been assisted most of the time by two others, in this business, and the collection of arrearages is still pressed unceasingly; but, as has been before remarked, new balances arise.

The outstanding balances amount to nearly one-half of the gross amount of postages for one year. Where resort is had to law, collections must be dilatory, and an immediate resort, in all cases, is not the speediest way of obtaining payment. A prudent regard to the interests of the public, as well as that of individuals, requires sometimes a recourse first to other measures.

The changes of Postmasters, from various causes, is no inconsiderable source of delay and of labor in making final adjustments of accounts. These changes amount to nearly one thousand in a year.

But few suits had been commenced previous to my taking charge of the Post Office; in 1814 the whole number on the docket book being but one hundred and fourteen. From that time to the close of 1820, six hundred and eleven suits were instituted, in addition to those before pending, and two hundred and twenty-six were brought to a close before that time. In the course of the year 1821, two hundred and twenty-four suits were instituted, and one hundred and twenty-five of the whole number in suit were brought to a close.

All which is respectfully submitted.

R. J. MEIGS, JUN.

The Hon. PHILIP P. BARBOUR, *Speaker of the House of Representatives.*

* The produce of the fourth quarter of 1821 is estimated, and the incidental expenses of that year were increased by an expenditure for the roof of the General Post Office and a fire engine, amounting to six thousand and twenty dollars.

17th CONGRESS.]

No. 43.

[1st Session.]

COMPENSATION TO DEPUTIES AND MAIL AGENTS—EFFECT OF STEAMBOATS ON THE REVENUE OF THE POST OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES BY THE CHAIRMAN OF THE COMMITTEE ON THE EXPENDITURES OF THE GENERAL POST OFFICE, FEBRUARY 28, 1822.

GENERAL POST OFFICE, February —, 1822.

SIR:

I have the honor to enclose a list of the Post Offices, where the amount of compensation exceeds two thousand dollars a year, together with copies of the statements* of the expenditures of the several Postmasters, as furnished by themselves, so far as they have been received.

Also the amount paid to the several mail agents for the last three years. This includes their pay and travelling expenses. The latter varies, of course, according to the time occupied in travelling. Their employment ceased last autumn.

These are the two statements required by your letter of the 26th ultimo.

In reply to your second question, I have to state, that letters by steamboats are charged with the same rates of postage as those conveyed by land, according to distance. The officers of the boats, it is believed, are generally fair in delivering over the letters which come into their possession; but more persons travel in those boats in consequence of the greater economy and convenience of steamboats, than would do in the land stages. Most of the passengers are charged with letters, and in that way only the product of postages is diminished by the establishment of steamboats. There is no law prohibiting passengers from carrying letters, and the difficulty of effectually enforcing a prohibition, it is believed, has hitherto prevented it. If it could be enforced, there is no doubt but it would occasion a great increase of postages. It would be equitable to make such an arrangement where the expense is gone into of providing posts for the public accommodation; and it appears to me that the experiment ought to be tried at this time, when there is such a great defalcation in the produce of postages. If it should be found, on experience, so difficult of enforcement as to be of little advantage, it can be repealed.

In reply to your third question, I would remark, that some of the larger offices receive actually more than is really necessary at this time; that is, it is believed they employ more clerks than are necessary; and at the last session of Congress it was proposed, but not decided on by Congress, to reduce the rate of commission allowed to Postmasters, that is the commission of eight per cent. to four per cent.; and that for distribution, for all sums over two thousand dollars, from five per cent. to three per cent.; and the allowance for free letters from two cents to one cent each. According to the estimate then made, this regulation would leave to all of them a sufficient allowance for clerk-hire, provided they assisted personally in their offices. Although this would produce not more, probably, than fourteen thousand dollars a year, it is of consideration in the deficient state of our resources. I do not, at present, think of any other reduction that would be useful, and this one it is proposed to communicate to the Committee on the Post Office, who have made a similar inquiry.

A further reduction of the rate of fifty per cent. to forty-five per cent., and of thirty per cent. to twenty-five per cent., would make a saving of nearly six thousand six hundred dollars a year, and has also been proposed to the Post Office Committee.

I have the honor to be, respectfully, your most obedient servant,

R. J. MEIGS, JUN.

HON. GEORGE DENNISON,

Chairman of the Committee on the Expenditure of the General Post Office.

* These statements, being imperfect, have been withheld from publication.

A list of Postmasters whose receipts amount in gross to \$2,000 and upwards, from October 1st, 1819, to October 1st, 1820.

No.	Names of Postmasters.	Post Office.	Gross am't of commissions.	Number of clerks.	Pay of clerks.	Office rent.	Fuel and light.	Other expenses.	Nett compensation.
1	Sol. Southwick, -	Albany, New York.	\$5,881 98	5*	\$2,950 00	\$662 50	\$253 24	5388 80†	\$1,627 44
2	James Fraser, -	Augusta, Georgia, -	3,335 19	2	1,450 00	500 00	50 00	15 00	1,320 19
3	John S. Skinner, -	Baltimore, Md. -	4,986 83	3	2,222 50	700 00	125 00	310 00‡	1,629 32
4	Aaron Hill, -	Boston, Mass. -	5,158 94	6	2,781 00	300 00	101 75	164 68‡	1,808 51
5	Thos. W. Bacot, -	Charleston, S. C. -	3,888 68	4	2,200 00	†	†	100 00	1,588 68
6	Jonathan Law, -	Hartford, Conn. -	3,469 47	2	1,046 27	100 00	70 31	34 27	2,000 00
7	John T. Gray, -	Louisville, Ky. -	2,438 66	1	532 00	200 00	18 00	-	1,688 66
8	Robert B. Curry, -	Nashville, Tenn. -	3,564 00	3	973 93	360 00	80 00	16 26	2,000 00
9	Theo. Bailey, -	New York city, -	8,968 73	8	5,900 00	1,000 00	145 00	261 97‡	1,661 76
10	Thos. B. Johnson, -	New Orleans, Lou. -	4,175 84	3	1,860 00	720 00	24 00	150 00	1,421 84
11	Thomas Shore, -	Petersburg, Va. -	3,543 79	2*	1,030 00	200 00	170 00	145 00‡	1,998 79
12	Richard Bache, -	Philadelphia, Penn. -	8,440 63	8	4,607 64	1,200 00	261 63	359 00‡	2,000 00
13	John Johnson, -	Pittsburg, Penn. -	2,671 21	2	1,100 00	250 00	45 00	-	1,276 21
14	Robert Hsley, -	Portland, Maine, -	2,334 40	3	675 00	80 00	50 22	7 12	1,522 05
15	Gabriel Allen, -	Providence, R. I. -	2,419 20	2	700 00	200 00	24 00	17 00	1,478 20
16	William Murphy, -	Washington, Ky. -	2,995 48	4	740 00	100 00	62 00	15 00	2,000 00
17	Thomas Munroe, -	Washington City, -	8,930 12	5	5,830 00	-	413 62	700 93‡	1,975 57
18	John McRae, -	Fayetteville, N. C. -	3,038 84	3	700 00	350 00	120 00	40 00	1,838 84

* One occasional.

† Stationary, candles, porter, &c.

‡ Including a porter.

A list of Postmasters whose compensations amount in gross to \$2,000 and over; from October 1, 1820, to September 30, 1821.

No.	Names of Postmasters.	Post Office.	Amount of compensation.	No. of clerks.	Pay of clerks.	Rent.	Fuel and light.	Other expenses.	Nett compensation.
1	Solomon Southwick,	Albany, N. Y.	\$5,390 93						
2	Daniel Bryan,	Alexandria, D. C.							
3	James Fraser,	Augusta, Geo.	3,209 90	2	\$1,500 00	\$400 00	\$65 00	-	\$1,244 90
4	J. S. Skinner,	Baltimore, Md.	4,617 28						
5	Aaron Hill,	Boston, Mass.	5,169 41	6	2,825 66	300 00	94 30	\$67 73	1,881 74
6	T. W. Bacot,	Charleston, S. C.	3,768 07	5	2,700 00	-	-	100 00	968 07
7	Jonathan Law,	Hartford, Conn.	3,321 50	2	999 07	100 00	72 07	32 47	2,000 00
8	J. T. Gray,	Louisville, Ky.	2,350 31						
9	R. B. Curry,	Nashville, Tenn.	3,191 13	2	1,034 00	360 00	63 50	15 93	1,717 70
10	T. B. Johnson,	New Orleans, Lou.	4,000 14	3	1,860 00	720 00	124 00	-	1,296 14
11	Theo. Bailey,	New York city,	8,505 28	8	5,320 00	800 00	145 00	205 00	2,000 00
12	John Johnson,	Pittsburg, Penn.	2,331 10						
13	Thomas Shore,	Petersburg, Va.	3,376 21	3	907 00	300 00	100 00	275 00	1,794 21
14	Richard Bache,	Philadelphia, Penn.	7,706 86	7	4,236 44	1,200 00	217 00	242 38	1,811 04
15	Robert Hsley,	Portland, Maine,	2,277 90	3	675 00	80 00	47 25	7 01	1,468 64
16	Gabriel Allen,	Providence, R. I.	2,382 02	2	813 00	-	-	-	1,569 02
17	William Foushee,	Richmond, Va.	2,822 87	3	1,680 00	250 00	70 00	30 00	792 87
18	Eleazer Early,	Savannah, Geo.	2,928 43	2	900 00	600 00	45 50	18 25	1,364 68
19	William Murphy,	Washington, Ky.	2,519 12	3	694 00	100 00	70 00	16 00	1,639 12
20	Thomas Munroe,	Washington City,	8,195 20	5	5,275 00	-	353 75	615 42	1,951 03

Statement of payments made to the following persons, as agents to the General Post Office Department, viz:

1.	Chester Bailey, Philadelphia, Pennsylvania, October 1, 1818, to October 1, 1821, three years, at \$800 is	-	-	-	\$2,400
	His account for travelling expenses during the above period, has not been rendered, but he states it will amount to \$400 per annum, -	-	-	-	1,200
					\$3,600 00
2.	Ebenezer Backus, Athens, Pennsylvania, October 1, 1818, to October 1, 1821,	-	-	-	3,690 52
3.	Samuel Hoyt, Port Gibson, Mississippi, do.	-	-	-	4,801 62
4.	Abraham B. Lindsley, Vincennes, Indiana, do.	-	-	-	5,564 49
5.	John P. Neal, Postmaster, Huntsville, Alabama, ninety-three days, at \$6 per day,	-	-	-	558 00
6.	Charles Bell, Washington City, October 1, 1818, to October 1, 1821,	-	-	-	1,508 35
7.	James Abbott, Detroit, Michigan Territory, do.	-	-	-	834 75
8.	William Brazier, Postmaster, Edgefield court-house, S. C. April 1, 1819, to Oct. 1, 1821,	-	-	-	250 00
					\$20,807 73

17th CONGRESS.]

No. 44.

[1st Session.]

SECURITY OF THE MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 18, 1822.

Mr. BATEMAN, from the Committee on the Post Office and Post Roads, to whom was referred a resolution of the House of Representatives, of the 11th of February, directing an inquiry "into the practicability of facilitating the means of discovering thefts, destruction of, or opening, or mutilating letters committed by Deputy Postmasters, their agents, and mail contractors; and also into the propriety of enacting severer and other penalties against those who may be convicted of such offences," reported, in part:

That they consider the safe transportation of the public mails a desideratum of the utmost importance, and that the robberies of late is matter of serious regret and alarm, calling imperatively for a corrective. The committee believe, if this could be effected, it would go far to check the other evils adverted to in the resolution. Impressed with these sentiments, they have carefully examined the model of a new plan invented by Richard Inlay, by which it is proposed to substitute for the leathern bags now in use copper cases, secured in iron chests by inside locks and sliding bars, in such a manner as to render it extremely difficult, and, in the opinion of the committee, necessarily a work of several hours to effect a robbery, and which in no case can be done without much hammering and noise. The first cost of these cases will probably be greater than the bags; but on account of their durability, they have no doubt but that, on the score of economy, the cases are to be preferred.

The committee think the plan at any rate worth a full and fair experiment, and therefore submit the following resolution:

Resolved, That the Postmaster General be directed to introduce, as soon as conveniently may be, on one or more of the most exposed routes, Richard Inlay's plan of copper cases, secured in iron chests with inside locks and sliding bars, in such a way as to test its efficacy in preventing robberies of the mail, provided the extra expense for each mail carriage shall not exceed one hundred and fifty dollars; and to charge the cost thereof to the contingent expenses of the Post Office Department.

[17th CONGRESS.]

No. 45.

[1st Session.]

ACCOUNTS OF THE GENERAL POST OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 26TH OF MARCH, 1892.

TREASURY DEPARTMENT, *March 23, 1892.*

SIR:

In obedience to a resolution of the House of Representatives of the 22d of January last, directing the Secretary of the Treasury to report to the House "what progress has been made in the settlement of the arrears in the accounts of the Post Office Establishment, and also what difficulties, if any, have interfered in the final liquidation thereof," I have the honor to communicate the report of the First Comptroller of the Treasury, together with the documents by which it is accompanied.

This report furnishes all the information required by the resolution.

I have the honor to be, your most obedient servant,

WILLIAM H. CRAWFORD.

Hon. P. P. BARBOUR, *Speaker of the House of Representatives.*

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE, *March 19, 1892.*

SIR:

In compliance with your request to be furnished with the information required by the resolution of the honorable House of Representatives of the United States, relative to the "progress which has been made in the settlement of the arrears in the accounts of the Post Office Establishment, and also what difficulties, if any, have interfered in the final liquidation thereof," I have the honor to present to you a statement, marked No. 1, which exhibits the existing state of the accounts of the General Post Office, for the years 1815 and 1816, as they have been reported upon in my office; and, in order to present as satisfactory a view of these accounts as can at present be afforded, the statement has been made out in such manner as to exhibit the balance due from the General Post Office at the commencement of the first quarter of the year 1815, and at the end of each quarter of that year; and, also, the gross amount of the postage for each quarter; payments for transportation of the mail; incidental expenses of the General Post Office; compensation to Deputy Postmasters, including contingent expenses; way and ship letters; total amount of expenditures; nett amount of postage; payments made into the Treasury; and balance due the United States at the end of each quarter; and the like exhibit in the same statement for the year 1816: these being the latest accounts of the General Post Office, which have been reported upon in my office, and not comprehending all the accounts which have been examined and reported upon by the Fifth Auditor of the Treasury.

I deemed it proper, in order to comply as fully as practicable with the object of the resolution, to address a letter to the Fifth Auditor of the Treasury, and to enclose him a copy of the resolution; and I have the honor to enclose his answer, marked No. 2, and a statement marked A, referred to in his letter, which exhibits the existing state of the Post Office accounts for the years 1817 and 1818, and the first quarter of 1819, as they have been reported upon by him.

In consequence of the view of the existing state of the accounts of the General Post Office, thus presented, it may be proper to observe, that when I came into office, which was on the 1st of March, 1815, the Post Office accounts had only been settled up to the third quarter of 1808, inclusive; they have since been brought up in my office, and reported upon, as hereinbefore stated, to the fourth quarter of 1816, inclusive. It will, however, be perceived that these accounts are reported upon by the Fifth Auditor, for two years and one quarter more than they have been examined and reported upon in my office. As a reason for this difference, it may be proper to remark, that when the Fifth Auditor commenced his duties, he was enabled to put four clerks on the General Post Office accounts, and that number was continued upon these accounts until within a few months past, when the agency of the Treasury was transferred to him. Since then I have understood that he has been compelled to lessen the number of clerks upon the General Post Office accounts; whereas, I have not been able to employ more than one clerk on these accounts, until about the 16th of February, 1821, when, from a new arrangement which I made in the duties of some of the clerks, I was thereby enabled to put another clerk on these accounts.

In answer to that part of the resolution which asks "what difficulties, if any, have interfered in the final liquidation of the General Post Office accounts?" I have to observe that, according to the manner in which the accounts of the General Post Office have heretofore been settled at the Treasury, since the first establishment of the Post Office Department, no particular difficulties have interfered in the final settlement of these accounts. The manner in which these accounts were settled, so far as respects the expenditures for carrying the mail, was to credit the General Post Office with the amount of all the moneys stated to have been expended for carrying the mail, and for which receipts for that specific object were produced. These receipts were uniformly considered the proper criterion by which to judge of the amount to which the General Post Office was entitled to credit for transportation of the mail. It may be proper to observe, that the Post Office laws, with respect to the manner of settling the accounts of the General Post Office at the Treasury, had received a practical construction long anterior to my coming into office; and taking it for granted, after so long a practice had obtained, that the law had received a correct interpretation, these accounts have, accordingly, been constantly settled in the same manner ever since I came into office, until lately.

In the course of the last session of Congress, the chairman of the Committee of Investigation upon Post Office affairs made application to this office for an official statement of certain contracts for carrying the mail, and requested me to give the "names of the contractors, the amount of the respective compensations, commencement and termination of the routes, duration of the contracts, &c.;" which information was communicated, as far as the papers in my office enabled me to give it. Subsequent application was made by the chairman of the committee, in which he requested to be informed what amount had been paid by the General Post Office to these contractors for transporting the mail on the routes upon which they had contracted to carry it. This call, thus made, led necessarily to a comparison between the amount contracted for in carrying the mail on the routes referred to in the call made by the committee, and the sums charged to have been paid for the transportation of the mail upon those routes. The sums thus charged for carrying the mail on the routes for which contracts had been made were found to be much greater than the sums which had been agreed to be paid according to the contracts. This fact, thus ascertained, induced me to doubt the correctness of the manner in which the accounts of the General Post Office had been settled, as hereinbefore stated. Thus impressed, (and as is usual in all cases where doubts are entertained respecting the construction of any law which is to be carried into effect by this Department of the Treasury,) I considered it my duty to consult you upon the subject; and you will no doubt recollect that, about the close of the last session of Congress, I called upon you and presented a view of the difference between the amount contracted to be paid for carrying the mail on certain routes, and the amount which was stated by the General Post Office to have been actually paid for carrying the mail upon these routes; and that, when I presented to you a statement of the charges thus made, you gave the Post Office laws a cursory view, and, after some conversation had thereon, you expressed great doubt as to the correctness of the mode of settlement which had been so long practised in the Treasury; but, not then having time to go into a full examination of the law respecting the Post Office Department, it was concluded to defer a final decision thereon until more time could be afforded for a full and critical examination thereof, which was had some time thereafter, when you expressed a decided opinion that the manner in which the General Post

Office accounts had been settled, as hereinbefore stated, was not correct; and that it would be proper and necessary, in all future settlements of these accounts, to compare the amount contracted to be paid for carrying the mail with the amount actually paid, according to the receipts produced, and to allow the General Post Office credit for no greater amount than the sum contracted for. Agreeing with you in the opinion thus expressed, it was concluded that the Fifth Auditor of the Treasury (who reports on the Post Office accounts to this office) should be instructed accordingly, which was done; and you will perceive, by his letter, that he apprehends no difficulty in the change of the mode of settlement, except what may arise from a want of the duplicate contracts, which the law requires the Postmaster General to deposit in the Comptroller's office, and which, I take leave to observe, it will be absolutely necessary to have, in order to make the settlements in the manner now contemplated. Whatever duplicate contracts may therefore be wanting, to enable the accounting officers to progress with the settlements of the General Post Office accounts, the Postmaster General will be requested to supply.

I have the honor to be, with great respect, your most obedient servant,

JOS. ANDERSON, *Comptroller.*

Hon. WILLIAM H. CRAWFORD, *Secretary of the Treasury.*

No. 1.

A statement exhibiting the receipts and expenditures of the General Post Office, from the first quarter of the year 1815 to the fourth quarter of 1816, both inclusive, as reported upon in this office.

Quarter of the year.	Balance due at the beginning of the quarter.	Gross amount of postage.	PAYMENTS FOR						Total amount.	Nett amount of postage.	Payments into the Treasury.	Balance due the U. States at the end of each quarter.
			Transportation of the mail.	Incidental ex- penses of the General Post Office.	Compensation to Deputy Post- masters, includ- ing contingent expenses.	Way and ship letters.						
1815.												
First,	302,665 15	223,611 79	127,125 13	2,966 12	69,080 80	425 86	200,597 91	23,013 88	-		325,679 03	
Second,	325,679 03	274,256 75	107,538 55	3,879 60	58,980 58	1,539 95	171,938 68	102,318 07	60,000 00		367,997 10	
Third,	367,997 10	270,690 64	119,650 42	2,964 09	56,640 34	1,794 15	181,049 00	99,541 64	75,000 00		382,638 64	
Fourth,	382,638 64	273,657 53	129,607 96	1,388 45	56,160 31	2,208 27	189,364 99	84,292 54	66,198 43		400,732 75	
1816.												
First,	400,732 75	290,479 54	128,881 87	3,032 40	58,064 45	3,000 60	192,979 32	97,500 32	67,000 00		431,332 97	
Second,	431,332 97	215,789 03	133,551 36	4,819 56	63,646 72	2,306 09	204,323 67	11,465 36	-		442,698 27	
Third,	442,698 27	218,056 61	128,447 95	5,562 75	61,534 32	2,103 14	200,648 16	17,408 45	16,700 00		443,406 72	
Fourth,	443,406 72	236,402 79	134,507 45	2,435 53	69,956 53	2,044 36	206,899 51	29,503 28	-		470,875 64	

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE, January 28, 1822.

JOSEPH ANDERSON, *Comptroller.*

No. 2.

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, January 31, 1822.

SIR:

In compliance with the request contained in your letter of the 26th instant, which I had the honor to receive yesterday, together with a copy of a resolution of the House of Representatives of the 22d, I send herewith a statement, marked A, containing a summary of the settlement of the accounts of the General Post Office, from the 1st of January, 1817, to the 1st of April, 1819, as adjusted at this office, showing the balance due at the end of each quarter and year, and at the close of the first quarter of 1819. It may be proper to add, that the remainder of the accounts for that year are in a course of examination, some nearly finished, and embrace the whole of the accounts rendered by the General Post Office up to this period.

When this office was established, in 1817, the accounts of the Post Office Department had not been adjusted further than the third quarter of 1810, inclusive. They are daily becoming more voluminous, and, consequently, more laborious; those now under examination embracing the accounts of three thousand six hundred and nineteen Postmasters.

The laws in relation to the General Post Office having required duplicate contracts entered into by the Postmaster General for the transportation of the mail, together with all the proposals made on the subject, to be deposited in the Comptroller's office, the contracts were not considered as a part of the vouchers to be produced, and the accounts have hitherto been audited without reference to them, and credits been allowed in so far as receipts were actually produced.

It having been determined, however, on a recent and more attentive examination of the laws, that the contracts ought to form the basis of the settlement of all the Post Office accounts relating to that branch of expense, and you having intimated your intention to furnish me with them, from time to time, as you may receive them, (there being no authority in this office to require their production,) these accounts will hereafter be adjusted with a special reference to them, as well as to the receipts for payments made in pursuance of them. No difficulty or delay is anticipated in the settlement of these accounts, but what may arise from this cause.

With great respect, I have the honor to be, sir, your obedient servant,

S. PLEASANTON, *Fifth Auditor of the Treasury.*

JOSEPH ANDERSON, Esq., *Comptroller of the Treasury.*

A.

Statement exhibiting the receipts and expenditures of the General Post Office, from the 1st of January, 1817, to the 1st of April, 1819, per accounts rendered and audited at this office.

Year.	Quarter of the year.	Balance due at the beginning of the quarter.	PAYMENTS FOR						Excess of expenditure.	Payments made into the Treasury by warrants.	Balance due the United States at the end of the quarter.
			Gross amount of postage.	Transportation of the mail.	Incidental expenses of the General Post Office.	Compensation to Deputy Postmasters, including expenses.	Way and ship letters.	Total amount of expenditure.			
1817,	First quarter,	\$470,875 64	\$840,344 88	\$198,434 39	\$4,674 59	\$70,693 62	\$1,660 45	\$205,463 05	\$34,781 83	\$19,999 50	\$485,657 97
	Second quarter,	485,657 97	258,592 36	144,162 70	7,606 95	75,146 55	2,335 66	299,251 86	29,340 50	9,272 41	505,786 06
	Third quarter,	503,726 06	254,983 23	169,306 02	7,586 10	76,729 90	2,293 72	255,915 74	-	-	504,793 55
	Fourth quarter,	504,793 55	247,904 52	147,846 04	2,389 16	72,806 57	2,208 17	225,249 94	22,654 58	100 00	527,348 13
1818,	First quarter,	527,348 13	293,365 92	161,001 16	9,080 79	83,642 24	2,304 40	256,028 59	26,337 33	14,070 00	539,615 46
	Second quarter,	539,615 46	283,391 28	161,256 54	6,168 12	83,383 99	2,939 58	253,748 23	29,643 05	-	569,258 51
	Third quarter,	569,258 51	287,135 54	168,567 93	5,714 05	85,745 57	2,521 59	262,649 14	24,586 40	-	593,844 91
	Fourth quarter,	593,844 91	276,910 74	169,856 43	3,325 28	83,706 48	2,155 52	259,073 71	17,837 03	6,000 00	605,681 94
1819,	First quarter,	605,681 94	303,831 62	157,047 40	6,651 11	90,125 48	2,197 40	256,021 39	47,810 23	-	653,492 17

TREASURY DEPARTMENT, FIFTH AUDITOR'S OFFICE, *January 29, 1822.*

S. PLEASANTON, Auditor.

17th Congress.]

No. 46.

[1st Session.]

INVESTIGATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 29, 1822.

Mr. SANDERS made the following report:

The Select Committee, to whom was referred the investigation of the affairs of the Post Office Department, have had, according to order, the same under consideration, and beg leave to report:

That, as the attention of the committee was directed to no specific object, but to the fiscal affairs of the Post Office Department generally, they have endeavored to give to their examination such a direction as they considered most likely to elicit any improper transactions in the Department, if any such existed, and, at the same time, to exhibit its concerns in such a point of view as would best enable the House to judge of its management and condition.

The investigation, however, which the committee have been enabled to make, has been of too partial a character to prove satisfactory, even to themselves; the lateness of the period at which it was commenced, the preliminary calls which they found it necessary to make, added to their other duties on the House, forbid their going into that extensive inquiry into the different contracts, receipts, and expenditures of the Department, which would have required their exclusive attention for weeks, but from which alone a full, fair, and correct report of its various transactions can ever be made. Partial abuses may be examined and exposed, and thus lead to the correction of others of more consequence, though more difficult to discover. The points of inquiry to which the attention of the committee has been especially directed, and the facts which they have been enabled to collect, may not prove without their use. These points are as follows, viz:

I. Whether duplicates of all contracts and proposals, made and entered into with the Department, have been lodged with the Comptroller of the Treasury?

II. Whether, in any instance, contracts have been improperly given to one person in preference to another?

III. Whether the public money has been improperly advanced to contractors, or other persons in the service of the Department, in anticipation of their services?

IV. Whether certain Deputy Postmasters have made due returns of the expenses incident to their office, and whether they have not been allowed for extravagant expenditures?

V. Whether the Postmaster General has taken timely steps for the recovery of the different sums due the Department from Deputy Postmasters?

1. With respect to the first point of inquiry, the committee called on the Comptroller of the Treasury to be furnished with the duplicates of certain contracts, and the proposals, for the purpose of examining the same, which they were unable to obtain. They then addressed a letter to the Comptroller of the Treasury for the purpose of knowing on what principle the accounts of the Postmaster General were audited and settled. In reply, they learned that, from the practical construction given to the act for regulating the Post Office establishment, the receipts and not the contracts were taken as the criterion of settlement, and the Post Office accounts audited accordingly. If the duplicates of contracts and the proposals were merely to be deposited for safe-keeping with the Comptroller, and not as vouchers to direct him in passing upon the different payments made by the Postmaster General, it could be a matter of but little consequence whether the requisites of the law, in this particular, were complied with or not. The committee now learn that a different mode of settlement is determined on, and, though it may be attended with some difficulty and delay, it certainly will produce more correctness and responsibility. (See letter A.)

2. On the second point of inquiry, the committee learned, from rumor, that contracts had been improperly obtained from the Department, and afterwards sold out to considerable profit; but, from a careful examination of the books in which are entered the different proposals, though they find many instances in which the contract was not given to the lowest bidder, still they have not been enabled to discover any one which particular circumstances might not have justified.

3. On the third point of inquiry, as to moneys advanced contractors and other persons in the service of the Department, in anticipation of their services, the committee find that, on the 1st day of January last, there were on the Post Office books unliquidated accounts, for moneys and draughts thus advanced, to the amount of - \$54,354 00

That, since that time, there has been repaid by services rendered, - - - 17,288 75

That, of this sum, there was advanced by the late Postmaster General, - - - 13,707 49

That most of these advances may have been properly made in aid of Post Office contracts, though, in some instances, no such reason could have existed; that, of this amount, there will probably be lost something short of ten thousand dollars.

In connexion with this subject, the attention of the committee has been directed to the transportation of the mail between Philadelphia and New York, and the employment of Chester Bailey, as agent and contractor with the Department. They find, so early as 1811, the mail between those cities was carried under the immediate contract of the Department, under the superintendence of Chester Bailey as agent, and with the property of the United States purchased for that purpose. That, for the year 1814, as will appear from the annexed account of Chester Bailey, (marked B,) the expense of transporting the mail between Philadelphia and Jersey city, to have been \$9,154 20; that the Postmaster General contracted with Chester Bailey (see letter of Postmaster General, marked C,) for the transportation of the mail on the same route, at six thousand and five hundred dollars, giving him the use of the United States' property; that this arrangement continued until 1818, when Chester Bailey agreed to take at valuation the United States' property, and continue the carriage of the mail at the same price; that the property was valued to him by two contractors at \$2,885, much less than the cost, or what must have been its real value; that since that time the mail has been carried by contract at six thousand five hundred dollars per annum. It further appears, that there has been paid to Chester Bailey for various services as agent of the Department, \$10,042 53; that he receives an annual salary of eight hundred dollars, as agent, besides his travelling expenses when called on by the Department in discharge of such duties as may be required of him. Whatever necessity may have existed for his employment whilst the mail between Philadelphia and New York was carried at the expense of the Department, the committee can perceive no such necessity to exist at present.

4. The act regulating the Post Office Establishment declares that in no instance shall Deputy Postmasters receive a larger compensation than two thousand dollars, after deducting the expenditures incident to their office. It further provides, that every Deputy Postmaster, whose receipts shall amount to one thousand dollars, shall make an annual return of the expenses incident to his office. The act does not, in express terms, give to the Postmaster General a control over these expenses, many of which appear highly extravagant, and ought to be curtailed. From the annexed returns, (marked D,) it will be seen, that the commissions of forty-one Deputy Postmasters, and the contingent expenses allowed for their offices, amount to - \$112,066 75

To which should be added the extra compensation of the Deputy Postmaster in Washington, one of the number, - - - 1,000 00

Making, - - - \$113,066 75

The last object of inquiry with the committee was for the purpose of knowing whether the Postmaster General had directed suits, in all cases of failure, on the part of Deputy Postmasters, within the time prescribed by law, and,

if not, whether he had charged himself with the amount of their accounts for failing to do so. This was a fact difficult to ascertain, as well from the multiplicity of Deputy Postmasters, the number against whom suits had been brought, and the particular time of instituting the same. The committee find, from the balances, as stated on the books of the Post Office Department, there appears due to the General Post Office, up to the 1st day of January last, \$424,462 24½

That of this sum there was due from Deputy Postmasters in office, and who had gone out of office, 370,108 24½

That of this sum there was in suit, as near as could be ascertained, 100,000 00

But whether these suits were instituted in the time prescribed by law, the committee have not been enabled to ascertain. In conclusion, the committee will submit a brief comparative view of the receipts and expenditures of the Department, between a former and the last year.

The receipts of the Post Office Department, for the year 1816, were,	-	-	-	\$961,782 00
For transportation of the mail,	-	-	\$521,970	
Compensation and incidental expenses,	-	-	282,452	
				<u>804,422 00</u>
Balance in favor of the Department,	-	-	-	<u>157,360 00</u>
The receipts for the year 1821 were,	-	-	-	1,029,102 00
For transportation of the mail,	-	-	\$814,998 06	
Compensation and incidental expenses,	-	-	355,063 00	
				<u>1,180,061 00</u>
Against the Department,	-	-	-	<u>\$150,959 06</u>

On the 31st of December last there were six hundred and ninety-three contracts for the carriage of the mail on one thousand and forty-eight post routes; but whether these increased objects of expenditure, or the want of a proper degree of management in the Post Office concerns, has produced this large difference, the committee will not undertake to decide.

As the investigation of the committee has resulted in what may require legislative enactments, and as they have no power to report by bill, they submit the following resolution:

Resolved, That the committee appointed to investigate the affairs of the Post Office Department be discharged from the further consideration of the subject.

TREASURY DEPARTMENT, COMPTROLLER'S OFFICE, *March 11, 1822.*

SIR:

I have had the honor to receive your letter, dated the 7th instant, in which you inform me that "the Committee of Investigation into the Post Office affairs, are desirous of knowing whether, in receiving the duplicate of contracts and proposals entered into with that Department, I feel it my duty, under the existing law, to compare the amounts contracted for with what is actually paid; and whether, in the change of any contract where more is given, any information is lodged in my office; and, if not, by what authority the Postmaster General is credited by such expenditures."

In answering the inquiries you have made, it may be proper to observe, that the Post Office laws, so far as respected the manner of settling the accounts of the General Post Office at the Treasury, had received a practical construction long anterior to my coming into office, which was on the 1st of March, 1815; at which time the accounts of the General Post Office had only been settled up to the third quarter of 1809, inclusive. The manner in which the accounts were settled was to credit the General Post Office with the amount of all the moneys stated to have been expended for carrying the mail, for which receipts for that specific object were produced. These receipts were uniformly considered the true criterion by which to judge of the amount actually expended for carrying the mail. No comparison was made between the amount called for in the contracts and the sums expended according to the receipts produced. And taking it for granted, after so long a practice had obtained, that the law had received a correct interpretation, these accounts have been constantly settled upon the same principles, since my coming into office, until lately. A call from a committee of the House of Representatives, at the last session of Congress, though not embracing the nature of the inquiry you have made, nevertheless led me necessarily to a comparison between the amount contracted for in carrying the mail, and the sums actually paid for the same object, as appeared by the receipts produced, the latter being much greater. This circumstance called my attention specially to the examination of the Post Office laws, which, although silent as to any special use directed to be made of the duplicate contract, required by law to be filed in the Comptroller's office, I was, nevertheless, induced to believe, from a full view of the whole laws, that the mode of settlement which had been so long adopted was erroneous, and I accordingly concluded to consult the Secretary of the Treasury upon the subject, (as is the uniform practice of the Treasury in all cases of doubt, or where a change of any former practice is contemplated,) and we accorded in opinion, that the contracts ought to be the criterion by which to judge of the true amount of the sums for which the General Post Office could properly receive credit on account of money paid for transportation of the mail, although receipts to a greater amount than that called for in the contract might be produced; and instructions were accordingly given to the Fifth Auditor of the Treasury (who reports upon these accounts to my office) to compare the amounts contracted for with what is actually paid, which the receipts will prove, and to make the former, and not the latter, as heretofore, the criterion by which to allow the General Post Office credit for transportation of the mail. No report from the Auditor has yet been made, under this mode of examination; but he has informed me, verbally, that very great difficulties occur in progressing with the settlements according to this mode, from the want of the duplicate contracts, which are absolutely necessary in settling the accounts according to the mode now contemplated, and which are not to be found in the Comptroller's office. The foregoing information has only been recently received, but application will be made for the duplicates to be furnished in all cases where they have not been furnished; and every exertion will be made to progress with the mode of settlement which has been decided upon. But whether we shall be able to carry it into full effect, without some change in the present Post Office laws, I am at present unable to say.

In answer to the question you ask, whether in the change of any contract when more is given, any information is lodged in my office, and, if not, by what authority the Postmaster General is credited by such expenditures, I have to observe, that I do not know of any information having been lodged in my office, in cases where a change of the terms of the original contract has taken place; and the grounds upon which the Postmaster General has hitherto received credit has been the evidence of his payments made for carrying the mail, according to the receipts which have been produced, predicated upon the principle upon which the accounts of the General Post Office had been settled since its first establishment.

I have the honor to be, with considerations of high respect, your obedient servant,

JOSEPH ANDERSON, *Comptroller.*

The Hon. R. M. SANDERS, *House of Representatives.*

B.

Mr. Chester Bailey, mail contractor and agent, in account with the General Post Office.

Ct.

Dr.

July 30, 1807,	\$300 00	To cash paid him,	-	Nov. 30, 1807,	By amount of his account for carrying a daily mail between Fredericksburg and Monticello, August 1 to September 25, 1807,	\$974 23
Sept. 26, 1807,	600 00	To cash paid him,	-	May 31, 1809,	By amount of his account of expenses and agency in transporting the mail between Chillicothe and Frankfort, January 30 to March 1, 1809,	1,351 11
Nov. 30, 1807,	74 23	To cash paid him,	-	June 20, 1809,	By his expenses to Baltimore and back again,	7 18
Dec. 31, 1807,	535 00	To cash paid Phineas Bradley,	-	June 20, 1809,	By payment to S. Speake, for selling a horse,	9 57
Jan. 4, 1808,	5 50	To cash paid him as agent at Chillicothe,	-	Aug. 29, 1809,	By cash received for a horse and saddle sold to Mr. Hughes,	103 85
Feb. 8, 1809,	400 00	To cash paid him,	-	March 31, 1809,	By cash received for his services as clerk,	60 00
Feb. 8, 1809,	130 00	To cash paid him,	-	Jan. 10, 1811,	By cash received of A. Bradley,	19 70
Feb. 8, 1809,	50 00	To cash paid him,	-	April 1, 1811,	By transporting the mail, Philadelphia and Trenton, January 1 to April 1, 1811,	375 00
Aug. 2, 1809,	100 00	To cash paid him,	-	July 1, 1811,	By transporting the mail, Philadelphia and Trenton, April 1 to July 1, 1811,	375 00
Oct. 10, 1809,	2,000 00	To cash to purchase two teams for New York mail stage line,	-	Oct. 1, 1811,	By transporting the mail, Philadelphia and Trenton, July 1 to Oct. 1, 1811,	375 00
Oct. 15, 1809,	213 23	To cash sent him,	-	Oct. 1, 1811,	By his salary as agent, from January 1 to October 1, 1811, is three quarters, at \$250 per quarter,	187 50
Jan. 18, 1811,	1,000 00	To cash to purchase the team running between Bristol and Trenton,	-	By per diem, for expenses incurred in discovering mail robbers, Philadelphia and New York, January 1 to April 1, 1810,	-	668 63
Feb. 20, 1811,	111 31	To a draught on Thomas D. Anderson,	-	By ditto, in Virginia and Tennessee, April 1 to October 1, 1810,	-	29 35
April 9, 1811,	330 00	To cash paid him,	-	June 23, 1812,	By cash received of Mr. Cottle,	2,250 00
April 9, 1811,	770 00	To cash paid him,	-	June 30, 1813,	By transporting the mail, Philadelphia and Trenton, from October 1, 1811, to April 1, 1813, six quarters, at \$375,	375 00
June 24, 1812,	500 00	To cash paid him,	-	July 1, 1813,	By ditto, April 1 to July 1, 1813,	375 00
Dec. 24, 1812,	375 00	To cash paid his order in favor of R. F. How,	-	Oct. 1, 1813,	By ditto, July 1 to October 1, 1813,	250 00
Dec. 24, 1812,	400 00	To cash paid him,	-	Jan. 1, 1814,	By transporting the mail between Trenton and New Brunswick, September 1 to December 1, 1813,	350 00
June 27, 1813,	1,000 00	To cash paid him,	-	July 1, 1814,	By transporting the mail, Philadelphia and Jersey city, from December 1, 1813, to May 1, 1814, in sixteen quarters,	5,411 00
July 27, 1813,	1,654 35	To cash paid him,	-	Oct. 1, 1814,	By transporting the mail, Philadelphia and Jersey city, from May 1 to October, 1814, at \$1,125 per quarter,	1,575 00
Aug. 25, 1813,	1,500 00	To cash paid him,	-	Jan. 1, 1815,	By transporting the mail, Philadelphia and Jersey city, October 1 to December 1, 1814, at \$1,125 per quarter,	750 00
Dec. 24, 1813,	750 00	To cash sent him—a check,	-	Jan. 1, 1815,	By transporting same mail in salaries, from December 1 to 31, 1814, one month,	1,068 30
Dec. 24, 1813,	1,000 00	To cash sent him—a check,	-	Jan. 1, 1815,	By his salary as agent, from October 1, 1811, to October 1, 1814, three years, at \$600 per annum,	1,500 00
Jan. 24, 1814,	1,000 00	To cash paid his draught of 19th instant, in favor of Timothy Caldwell,	-	April 1, 1815,	By transporting the mail, Philadelphia and Jersey city, from January 1, 1815, to April 1, 1816, five quarters, at \$1,625 per quarter,	8,125 00
March 21, 1814,	1,000 00	To cash sent him—notes,	-	June 30, 1816,	By his bill for travelling expenses,	415 55
March 21, 1814,	1,000 00	To cash sent him—a check,	-	Dec. 31, 1816,	By cash,	96 00
June 6, 1814,	920 99	To a draught on Joshua Richardson,	-	Jan. 1, 1817,	By transporting the mail, Philadelphia and Jersey city, from April 1 to December 31, 1816, is three quarters, at \$1,625 per quarter,	4,575 00
June 6, 1814,	516 50	To a draught on David Brimton,	-	March 29, 1817,	By cash received of him,	50 44
July 13, 1814,	3,291 62	To cash paid him,	-	April 1, 1817,	By transportation, for expenditures for the mail stage beyond the receipts, from October 1, 1810, to October 1, 1814,	2,135 39
Dec. 12, 1814,	435 61	To cash paid him,	-	April 1, 1817,	By transporting the mail, Philadelphia and Jersey city, January 1 to April 1, 1817,	1,625 00
Feb. 20, 1815,	197 59	To cash paid him,	-	April 1, 1817,	By transporting the mail, Philadelphia and Jersey city, April 1 to July 1, 1817,	1,625 00
March 2, 1815,	3,713 20	To cash paid him,	-	Sept. 19, 1817,	By his salary as agent, from October 1, 1814, to July 1, 1816, at \$500 per annum,	1,500 00
May 9, 1815,	300 00	To a draught on N. Sanford, Esq.	-			
May 29, 1815,	4,403 60	To cash sent him,	-			
July 29, 1815,	700 00	To a draught on Matthias Day for	-			
Oct. 2, 1815,	500 00	To a draught on Matthias Day for	-			
Dec. 29, 1815,	162 00	To cash paid him,	-			
Dec. 29, 1815,	500 00	To a draught on Theodor Bailey, of New York,	-			
March 2, 1816,	491 44	To a draught on Matthias Day,	-			
May 14, 1816,	100 00	To a draught on Charles Rice,	-			
May 21, 1816,	100 00	To cash sent him—a check,	-			
Aug. 9, 1816,	100 00	To cash paid him,	-			
Sept. 24, 1816,	1,325 00	To a draught on Theodor Bailey,	-			
Oct. 1, 1816,	-	To a draught on Theodor Bailey,	-			

B—Continued.

Dr.					Cr.
Dec. 20, 1816,	To a draught on Aaron Hill,	\$2,250 00	Sept. 19, 1817,	By his salary as agent, from July 1, 1816, to July 1, 1817, one year, at \$500 per year,	\$800 00
May 9, 1817,	To a draught on Theodorius Bailey,	1,450 00	Sept. 19, 1817,	By detection and prosecution to conviction of James Yeatman, mail carrier, for robbing the Huntington mail in 1816,	200 00
Aug. 1, 1817,	To cash sent him—a check,	1,675 00	Sept. 19, 1817,	By detection and prosecution to conviction of John Rose, for robbing the mail at Fredericksburg Post Office in 1816,	200 00
Oct. 1, 1817,	To a draught on Joseph E. Sprague,	825 00	Oct. 1, 1817,	By transporting the mail, Philadelphia and Jersey city, July 1 to October 1, 1817,	1,625 00
Dec. 9, 1817,	To cash paid him,	400 00	Dec. 14, 1817,	By cash,	1,000 00
Dec. 12, 1817,	To cash paid him,	600 00	Jan. 1, 1818,	By transporting the mail, Philadelphia and Jersey city, Oct. 1 to December 31, 1817,	1,625 00
Dec. 20, 1817,	To cash paid him,	500 00	Feb. 1, 1818,	By Chester Bailey, for amount of stage property appraised by John Tomlinson and Alexander McCalla, June 28, 1816, viz: six teams, - \$2,885 900	1,625 00
Sept. 1, 1818,	To Chester Bailey for balance,	5,851 82	Feb. 1, 1818,	And \$150 per team, for advantage of the road, -	3,785 00
					\$48,207 99

Mr. Chester Bailey, mail contractor and agent, in account with the General Post Office.

Dr.					Cr.
Feb. 17, 1818,	To New York mail stage account for six teams, appraised by John Tomlinson and Alexander McCalla, on 28th of June, 1816, to - \$2,885 900		Sept. 1, 1818,	By New York mail stage account, for balance of that account,	\$5,851 82
March 30, 1818,	To cash sent him,	-	Sept. 30, 1818,	By cash received of William Gholson,	880 00
April 10, 1818,	To cash sent him in small bills,	-	Dec. 30, 1818,	By cash received in his letter of the 11th instant,	210 00
April 14, 1818,	To cash sent him in notes,	-	Feb. 19, 1819,	By cash received of Andrew Coyle,	200 00
June 8, 1818,	To cash sent him in a check,	-	Mar. 19, 1819,	By cash received for draught on John Davis,	300 50
June 24, 1818,	To cash sent him in a check,	-	April 2, 1819,	By cash received for J. Taylor's check,	480 00
July 15, 1818,	To cash sent him in a check,	-	Oct. 1, 1819,	By James Hewitt's note and account,	106 20
Aug. 6, 1818,	To cash sent him in a check,	-	Dec. 16, 1819,	By Edwin Porter and Co's draught of the 14th instant,	50 00
Aug. 5, 1818,	To cash sent him in a check,	-	Jan. 1, 1820,	By transporting the mail, Philadelphia and Jersey city, from January 1, 1818, to January 1, 1820, is eight quarters, at \$1,625 per quarter,	13,700 00
Sept. 5, 1818,	To cash sent him in a check,	-	April 1, 1820,	By his salary as agent, from July 1, 1817, to April 1, 1820, is eleven quarters, at \$200 per quarter,	2,200 00
Sept. 24, 1818,	To cash paid him,	-	April 13, 1821,	By James Sheelar for his draught,	400 00
Oct. 1, 1818,	To cash paid him,	-	May 12, 1821,	By cash received of P. Bradley,	136 56
Nov. 14, 1818,	To cash sent him, a check,	-	May 22, 1821,	By transportation for delivering the mail on board, and receiving the mail from on board the steamboat at Philadelphia, from April 1, to December 31, 1819, 244 days, at \$1 per dollar per day,	15 67
Nov. 27, 1818,	To a draught on Zenas Wells,	-	Jan. 1, 1822,	By transportation for his share of carrying the mail, Philadelphia and Jersey city, from January 1, 1820, to December 31, 1821, is eight quarters, at \$506 16 per quarter,	244 00
Nov. 27, 1818,	To cash paid him, a check,	-	Jan. 1, 1822,	Thomas Ward's share for carrying the mail on said route from January 1, 1820, to the 23d May, 1821, at \$538 46 per quarter, is	6,449 28
Jan. 9, 1819,	To cash sent him, a check,	-			2,999 99
Feb. 19, 1819,	To cash sent him, a check,	-			
March 25, 1819,	To cash paid his draught, of 23d instant, in favor of S. Reynolds,	-			
April 9, 1819,	To cash paid him, a check,	-			
April 20, 1819,	To cash paid him, a check,	-			
May 28, 1819,	To cash paid him, a check,	-			
June 28, 1819,	To cash delivered Mr. Sargent, a check,	-			
June 30, 1819,	To cash paid Charles Sargent, per letter of 28th June,	-			
July 31, 1819,	To cash paid him, a check,	-			

C.

SIR:

GENERAL POST OFFICE, *April, 1822.*

In transmitting the account of Chester Bailey to the committee, which embraces a period of near fifteen years, I trust the committee will not think it improper for me to accompany it with a few remarks immediately relative to the subject.

In my late communication to the committee I did not notice the employment of Mr. Bailey as a special agent of my predecessor for the transmission of a daily mail to Monticello, in Virginia, during President Jefferson's residence at that place in the year 1807.

The account shows that the expense of that mail constitutes the first charge against Mr. Bailey.

In 1809 and 1810 the mail was carried so irregularly between the cities of Philadelphia and New York, that my predecessor found it necessary to carry a part of that mail at the expense of the United States, that he might more effectually secure the due and faithful transmission of mails between those cities.

To effect that object he employed Mr. Bailey to purchase the necessary property, and to superintend it; the fidelity and ability with which he executed that trust was fully approved of, and met the most decided approbation of my predecessor.

The mail's annual expense, before the purchase, was \$4,500 per annum; the receipts from passengers was not equal to the expense and support of the line of mail stages, and, when aided by the mail money, the whole amount of receipts were less than the actual expenditures for stages and sulkies; yet the mail was carried with so much greater regularity than it had been by individuals, that the arrangement was continued, and in full operation, when I entered upon my official duties in 1814.

I, however, considered it to be my duty to ascertain the cost of transporting said mail, in the opinion of others; I therefore included that route in the first advertisement that I published; and the only offer I received was from Messrs. Goodyear and Woodruff, at \$6,500 per annum; the question then occurred to me, was it expedient to sell the property of the United States and accept the offer, or continue the arrangement of my predecessor, regulating the mail's expenditure by the only bid I received, although my advertisement was published more than four months.

After a full examination of the subject, I viewed it best for the public interest to maintain the entire control of that line, which operated as a check upon contractors, both in repressing exorbitant demands, and stimulating contractors to a faithful discharge of their duty.

But, on closing the accounts for the year 1814, the expenses of this line were greater than we anticipated; and passengers were generally turning their attention to steamboats.

I therefore believed it to be for the interest of the United States to continue the control of that line, without the immediate agency of this Department. I therefore tendered to Mr. Bailey the use of the United States' property, and to allow him at the rate of \$6,500 per annum for the mail's transport, without any allowance for sulkies during the bad state of the roads; he carried, or caused the mail to be carried, with great punctuality, and to the general acceptance of the public and of this Department.

In June, 1816, I thought it advisable for the United States to sell the property to Mr. Bailey, at the valuation of two disinterested men, both selected by this Department, viz: Messrs. John Tomlinson and Alexander McCalla, of Philadelphia. I preferred this mode of sale by valuation, as being beneficial to the public in receiving a just value for the property.

In my succeeding advertisement, although published from May till October, 1817, I received no offer except from Chester Bailey; I therefore continued the former arrangement with him, at the former rate, having every advantage, as to fines, by a verbal contract, as though a formal contract had been entered into. It may be proper to add, that the greatest interest the public ever held in that line did not exceed one-half of the distance between Philadelphia and New York, although it entirely controlled the whole.

In my following advertisement I received but one bid, viz: from Ward, Lyon, and Bailey, which was at \$6,500 per annum. I closed with their offer, and entered into a contract with Thomas Ward, of Newark, N. J. and Chester Bailey, a copy of which contract is enclosed.

No agent has ever served this Department more faithfully or usefully than Mr. Bailey has done; he has been the means of prosecuting to conviction more offenders against the Post Office law, within the last ten years, than all other persons in the United States unconnected with this Department.

The account exhibits a balance against him of \$1,470 03; but, on adjusting his account against the Department, it is highly probable that a balance will be found in his favor.

I have the honor to be, respectfully, your obedient servant.

R. J. MEIGS, JUN.

HON. ROMULUS M. SANDERS, *Chairman of Committee on Post Office Concerns.*

Abstract of statements rendered by Postmasters, under the forty-first section of the Post Office law, for the year ending 30th September, 1890.

Post Offices.	Postmasters.	Clerk hire and other expenses.	Gross amount of commissions, &c.	Nett compensation.
Albany, New York, -	Solomon Southwick, -	\$ 184 27 36 10 42 32 211 00 66 00 1,200 00 1,600 00 150 00 99 97 340 88 324 00	\$5,681 98½ 4,254 54	\$1,627 44½
Alexandria, D. C. -	Josiah Watson, -	11 00 46 38½ 778 00 200 00	1,717 52 1,035 35½	682 13½
Augusta, Georgia, -	James Fraser, -	525 00 40 00 1,450 00	3,353 19 2,015 00	1,320 19
Baltimore, Maryland, -	John S. Skinner, -	2,150 00 772 50 435 00	4,986 82½ 3,357 50	1,629 33½
Boston, Massachusetts, -	Aaron Hill, -	404 75 17 03 11 90 5 75 100 00 2,350 00 431 00	6,155 94 3,350 43	1,808 51
Charleston, South Carolina, -	Y. W. Bacot, -	1,900 00 500 00	3,888 68 2,300 00	1,588 68
<p>E. Parnelle & Sons' receipt for candles, \$9 27; Root & Davison's receipt for office rent, \$175, C. Whitney's receipt for repairing stove pipe, \$1; G. A. Hawson's receipt for taxes, \$35 10, J. Skerrett's receipt for repairing locks, \$1; D. K. Van Veghdon's receipt for stationery, \$11 35, Root & Davison's receipt for office rent, \$175; John Shiver's receipt for postage of mails, \$36, John Matchler's receipt for postage of mails, \$30; and John Thompson's receipt for same, \$36, John Rappolt, clerk, \$600; J. B. Southwick, clerk, \$600, James Wauds, clerk, \$500; David Prugn, clerk, \$600; S. W. Southwick, clerk, \$500, Services performed during the winter and session of the Legislature, G. W. Mancing's receipt for candles, \$17 94; J. Murphy's receipt for same, \$82 03, E. F. Backus's receipt for house rent, \$312 50, and his receipt for stationery, \$28 38, Menial services performed in this office, from 1st October, 1819, to 1st October, 1890, for Henry Ridder, \$180; wood, twenty-four cords, \$144,</p> <p>Wrapping paper, \$7 85; quills, \$1 30; wafers, 87½ cents; ink powder, 37½ cents, Penknife, 50 cents; candles, \$11 01; oil, \$9; coal, \$24 50; coal hod, \$1 37½, S. Lowe, clerk, \$218; A. Watson, clerk, \$160; and board for both at \$200 each, Office rent for one year, -</p> <p>Office rent, paid Thomas Cumming, \$500; five cords wood, \$25, Candles, quills, and ink powder, -</p> <p>H. Bowdler, clerk, \$1,000; Charles Mitchell, for services and board, \$150, -</p> <p>Office rent, \$700; Moses Ruth, clerk, \$600; W. F. Redding, \$650, Wilson Compton, to 1st July, 1820, as clerk, \$412 50; William Gilbert, clerk, \$360, James Lawrenson Porter, \$250; oil, \$56; wood, \$75; stationery, &c. \$60, -</p> <p>Office rent, including taxes, \$300; wood, \$34; oil, \$70 75, Printing and stationery, \$34 86; Andrew Green, for repairing and cleaning stove, \$12 17, Mending windows, \$8 40; whitewashing office and cleaning windows, \$3 50, -</p> <p>Door lock, \$1 50; chairs and stools, \$3; mending shutters, \$1 25, -</p> <p>P. Braynard, making fires, sweeping, brooms and brushes, &c. -</p> <p>T. B. Parker, clerk, \$700; Leonard Holmes, \$600; Jonathan Wild, \$550; C. Sessions, \$500, J. A. Mason, clerk, \$296; J. J. Brown, \$35; W. Hill, \$100, -</p> <p>T. W. Bacot, Jr., clerk, \$1,600; W. M. Reid, \$400; E. Kingman, \$400, J. L. Murray, \$400; stationery, candles, porter hire, repairs, &c. \$100, -</p>				

ABSTRACT—Continued.

Post Offices.	Postmasters.		Clerk hire and other expenses.	Gross amount of commissions, &c.	Nett compensation.
Cincinnati, Ohio,	-	William Burke, -	\$ 185 20	\$1,791 41½	
		E. P. Langdon, clerk, \$550; Robert McFarland, \$150, -	700 00	885 20	\$ 906 21½
Georgetown, D. C. -	-	Thomas Corcoran, -	161 25	1,353 44	
Hagerstown, Maryland,	-	William Kreps, -	143 10	1,870 14	1,192 19
		George F. Kreps, clerk, \$300; J. W. Kreps, \$300, -	600 00	743 10	
Harrisburg, Pennsylvania,	-	Rose Wright, -	93 00	1,182 19½	1,127 04
		James Wright, clerk, \$200; A. W. Berryhill, clerk, \$30, -	230 00	323 00	
Hartford, Connecticut,	-	Jonathan Law, -	175 81		859 19½
		Sundries, \$28 77½; C. L. Packard, clerk, \$600, -	628 77½		
		Albert Lester, for assistance three months and five days, \$78 76; board and washing for said time, \$41 14, -	119 90		
		N. J. Elliot, for assistance nine months and twenty-seven days, \$197 37; board and washing for said time, \$129, -	326 37		
		Excess of balance over the allowance limited by law for postmaster's salary, -	218 61½		
Lexington, Kentucky,	-	William Carty, clerk, \$300; John Carty, \$150, -	450 00	1,511 48	2,000 00
Louisville, Kentucky,	-	Office rent, \$200; wood, \$12; candles, \$6, -	218 00		1,061 48
		Stephen Shallcross, clerk, \$532, -	532 00	2,438 66	
Marietta, Pennsylvania,	-	Office rent, \$60; fuel, \$23; candles and oil, \$10, -	95 00	750 00	1,658 66
		John E. Page, clerk, \$150; G. J. Willard, from August 1 to September 30, 1820, \$40, -	190 00	1,250 52½	
Nashville, Tennessee,	-	Office rent, \$360; fuel, \$67 50; candles, \$12 50, -	440 00	265 00	965 52½
		B. F. Currey, clerk, \$600; G. W. Currey, \$100; board, &c. \$121 33, -	621 33		
		R. H. Mason, clerk, \$45; board, &c. \$54 69; bed and lodging for two assistants, \$82, -	15 60		
		Paper, \$8 31; quills, \$5 50; ink powder and waxes, \$2 45, -	16 56		
		Excess of balance over the allowance admitted by law for postmaster's salary, -	131 81	3,564 00	
Natchez, Mississippi,	-	Office rent, \$50; W. E. Lehman, from 1st December, 1819, to February 1, 1820, \$75, -	125 00	1,564 00	2,000 00
		Samuel Patterson, from 1st March to 30th September, 1820, \$175; J. P. Walworth, clerk, \$175, -	350 00	1,884 23½	
		J. Beaumont, clerk, \$275; H. M. All, clerk, \$700; services, \$37 50, -	1,112 50	1,567 50	296 73½

ABSTRACT—Continued.

Post Office.	Postmasters.		Clerk hire and other expenses.	Gross amount of commis- sions, &c.	Nett com- pensation.
New Haven, Connecticut,	W. H. Jones,	Office rent, \$125; wood, \$31 50; candles, oil, &c. \$12 50, Samuel C. Carter, clerk, \$125, and board, washing, &c. \$125, - - -	\$ 169 00 250 00	\$1,143 39 419 00	\$1,024 39
New York city,	Theo. Bailey,	Office rent, \$1,000; fuel, wood and coal, \$80; candles and oil, \$65, Stationary, \$75; extra printing, labels, accounts, &c. \$3 25; office lamp, \$7 22, Extra printing, blanks, &c. \$11 50; lodging for two clerks having charge of office at night, \$50, Porter services, \$150; scavenger and street cleaners, \$15, J. R. Bailey, clerk, \$1,000; J. S. Reynolds, clerk, \$1,000, J. M. Read, \$600; T. T. Peck, \$600; W. Taylor, \$600, W. A. Colman, \$700; George W. Peck, clerk, \$350, - - -	1,145 00 85 47 61 50 165 00 3,000 00 1,800 00 1,050 00		
New Orleans, Louisiana,	T. B. Johnson,	Office rent, \$720; fuel, \$24; candles, ink, sand, paper, quills, brushes, &c. \$150, Bernard Cazeaux, clerk, \$500; J. Santo Domingo, \$600; G. Laferrandiere, \$360, - - -	894 00 1,560 00	4,175 84 2,751 00	1,661 76 1,431 84
Petersburg, Virginia,	Thomas Shore,	Office rent, \$200; John Butts, clerk for six months, \$150, W. O. Gee, four months, \$62 50; Lewis Lansford, four months, \$50, - W. Holdcroft, six months, \$155; James Blanks, three months, \$37 50, Board for two clerks, \$150; board for one clerk, four months, \$67; washing for three clerks, \$58, Fuel, \$70; candles, &c. \$100; servant, \$100; moving office, \$15, - - -	350 00 112 50 192 50 575 00 315 00	3,543 79 1,545 00	1,998 79
Philadelphia, Pennsylvania,	Richard Bache,	Office rent, \$1,200; services of porter, \$200; fuel, \$150; stationary, \$115, Watching at the office, \$28 50; quills, \$6; candles, \$32 27; stationary, \$7 50, Candles, \$64 36; oil, \$15; Peter Morgan, for salary, \$412 50, - F. C. Dumlum, clerk, \$1,200; Hugh Newman, clerk, \$831 25; J. Bewley, clerk, \$500, J. C. Dumlum, \$500; John Suttler, \$500; John Talbert, clerk, \$263 89, A. D. Bache, \$400; surplus to the credit of the General Post Office, \$12 36, - - -	1,655 00 76 27 191 56 2,531 25 1,363 89 412 36	8,440 63 6,440 63	2,000 00
Pittsburg, Pennsylvania,	John Johnston,	Office rent, \$250; fuel, \$30; candles, \$15, John S. Johnston, clerk, \$600; James Dick, clerk, \$500, - - -	395 00 1,100 00	2,671 21 1,395 00	1,276 21
Portland, Maine,	Robert Hsley,	Office rent, \$80; wood, \$36 47; oil, \$13 75; stationary, \$7 12½, Parker Hsley, clerk, \$400; John Hull, \$200; Robert Hull, \$75, - - -	137 34½ 675 00	2,334 40 812 34½	1,522 05½
Portsmouth, New Hampshire,	Jonathan Payson,	Office rent, \$75; fuel, \$12 37½; candles, \$140; sundries, \$25 25, Samuel Hall, jun., clerk, \$600; Nathan Melcher, clerk, \$150, - - -	114 02½ 750 00	1,861 39½ 861 02½	997 37

ABSTRACT—Continued.

Post Offices.	Postmasters.	Clerk hire, and other expenses.	Gross amount of commissions, &c.	Nett compensation.
Providence, Rhode Island,	Gabriel Allen,	\$236 00 705 00	\$2,419 20 941 00	\$1,478 20
Salem, Massachusetts,	J. E. Sprague,	195 00 130 00	1,262 03 325 00	937 03
Stamford, Connecticut,	Abraham Davenport,	143 75 910 00	1,777 31 1,053 75	723 56
St. Louis, Missouri,	L. F. Thruston,	187 47½ 477 00 151 66½	1,209 51 816 14	333 37
Washington, Kentucky,	William Murphy,	177 00 462 00 278 00 78 48	2,996 48 995 48	2,000 00
Washington City,	Thomas Munroe,	2,900 00 2,100 00		
	George Sweeney, clerk, \$1,500; Edward Dyer, clerk, \$1,400, Thomas Munroe, Jun., \$1,100; Columbus Munroe, \$1,000, Alexander Dyer, John Bailey, Joseph Haskill, and Thomas L. Noyes, assistant clerks on Sabbaths, nights, and before daylight of mornings; together, John Goldin, porter, \$400; fuel, 200 bushels coal, and 15 cords wood, \$232 50, Candles and oil, \$181 12; paper, quills, red and black ink, sealing wax, &c., \$147 85, Repairs, and various work in and about office, including porch and steps at letter window, east end of building; office furniture and accommodations for lodging clerks in the office; boxes, baskets, sweeping chimneys, glazing windows, washing the same, rooms, &c., and other expenses incident to the office,	530 00 632 50 338 97		
	Office rent, \$50; fuel, \$15; candles, \$15; stationary, \$9, W. Murphy, clerk, \$227 50; E. J. Davison, \$100; W. W. Wernm, \$22 50,	153 08 89 00 350 00	8,980 12 6,944 55	1,975 57
Winchester, Virginia,	William Davison,	123 50 310 50	1,144 02 439 00	705 02
Wilmington, N. Carolina,	C. Dudley, Jun.,		1,118 82½ 434 00	684 82½

ABSTRACT—Continued.

Post Offices.	Postmasters.		Clerk hire and other expenses.	Gross amount of commissions, &c.	Nett compensation.
Fayetteville, N. Carolina,	-	-	\$510 00	\$3,038 84	
	John McRae,	-	700 00	1,310 00	\$1,828 84
Chambersburg, Penn.	-	-	26 00		
	Jacob Deckhart,	-	375 00	971 44	
		-		401 00	570 44
Fredericksburg, Virginia,	-	-	116 10	1,084 55	
	W. T. Gray,	-	468 45	584 55	590 00
Norfolk, Virginia,	-	-	168 33	1,912 92	
	A. J. McConnico,	-	600 00	768 33	1,144 59
		-			

Statement of the receipts and disbursements of sundry Postmasters, made in conformity to the 41st section of the Post Office law, for the year ending September 30, 1820.

Post Offices.	Postmasters.		Amount of commissions.	Nett compensation.
Fredericksburg, Va.	W. F. Gray, -	Allowance on free letters, - - - Commission on letter postage, - - - Commission on newspapers, - - - <i>From which deduct, for expenses of office:</i> For one year's rent, paid Mrs. Smith, \$75 00 fuel, 80 bushels of coal, at 27 cts. 21 60 six gallons of oil, at \$1 50, - 9 00 fifty lbs. of candles, at 21 cts. - 10 50 clerk hire, paid L. Timberlake, aged 23 years, - - - 450 00 sundries, stationary, brushes, making fires, &c. - - - 18 45	\$ 23 78 976 65 84 12 \$1,084 55 584 55	 \$500 00
Norfolk, Virginia, -	A. J. McConnico, -	Commission on letters, &c. &c. - - - <i>From which deduct, for expenses of office:</i> For office rent, paid Matthew Glenn, \$93 33 five cords of wood, at \$4, and 20 lbs. of candles, at 25 cts: - 25 00 clerk hire, paid Francis C. Fontaine, aged 28 years, - - - 600 00 sundries, making fires, brushes, &c. &c. per account, - - - 50 00	1,912 92 768 33	 \$1,144 59
Wilmington, Del. -	Joseph Bringhurst, -	To May 15th: Commission on letters, &c. &c. - - - From which deduct, for clerk hire, &c. per account, - - -	478 94 190 10	 \$288 84
	N. G. Williamson, -	From May 15th: Commission on letters, &c. &c. - - - <i>From which deduct, for expenses of office:</i> For rent, candles and oil, per acc't, - \$48 56 clerk hire, paid S. McDowell, aged 32 years, - - - 150 00 do. C. Grubb, aged 15 years, 50 00	507 03 248 56	 \$258 47
Washington, Penn.	Hugh Wyllie, -	Commission on letters, &c. &c. - - - <i>From which deduct, for expenses of office:</i> For office rent, \$75, wood and candles, \$89 00 clerk hire, paid M. Hamilton, aged 27 years, - - - 150 00 do. D. Wyllie, aged 23 years, 150 00	1,614 97 389 50	 \$1,225 47

NOTE.—The above, with those heretofore sent to the committee, embrace all the statements required under the 41st section of the Post Office law.

17th CONGRESS.]

No. 47.

[2d Session.

PROPOSITION TO EXEMPT STATE LAWS FROM POSTAGE.

COMMUNICATED TO THE SENATE, FEBRUARY 28, 1823.

Mr. VAN DYKE, from the Committee on the Post Office and Post Roads, having under consideration a resolution of the Senate of the 8th of January, directing them to "inquire into the expediency of authorizing an interchange of the laws of the several States, by mail, free of postage," reported:

That, owing to the many settlements lately made in the new States and Territories, the number of mail routes has been greatly increased in the course of a few years past, and the expense of the Post Office Department has been so much augmented as to exceed the income; and that many new post routes are established at every session of Congress, whilst very few of the old routes are discontinued. In consequence of which, the expense of transporting the mails is likely to become a serious charge to the Government; and that, authorizing the interchange of the laws of the States, free of postage, would greatly encumber those concerned in carrying the mails, without any adequate benefit. The committee, therefore, recommend the adoption of the following resolution, to wit:

Resolved, That it is inexpedient, at this time, to authorize the interchange of the laws of the several States, by mail, free of postage.

17th CONGRESS.]

No. 48.

[2d Session.

RECEIPTS AND EXPENDITURES FOR THE YEARS 1821 AND 1822.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, BY THE CHAIRMAN OF THE COMMITTEE ON THE EXPENDITURES OF THE POST OFFICE DEPARTMENT, FEBRUARY 28, 1823.

GENERAL POST OFFICE DEPARTMENT, *February 4, 1823.*

SIR:

I have the honor to enclose the several statements which you have requested, viz:

No. 1. A table of the Post Office establishment, showing the number of Post Offices, the amount of postages collected by the several Postmasters, the amount of their several compensations, the amount of incidental expenses, the expense of transporting the mail, the balance against the Department, and the extent in miles on the post roads, in the years 1821 and 1822.

No. 2. A statement of the actual receipts and expenditures of the General Post Office, for the years 1820, 1821, and 1822.

No. 3. Contains a statement of the incidental expenses of the Department for the year 1822.

No. 4. Contains the contingent expenses of the General Post Office for the year 1822.

It will be seen, by statement No. 1, that the produce of the Post Office Department fell short of the expenses in the year 1821, by the sum of \$126,265, and that of 1822 fell short \$28,843. These deficiencies were made up by pressing the collection of old balances. Further collections will be made this year, but it is difficult to conjecture whether they will more than balance those which arise from new delinquencies; but having communicated with the Committee on the Post Office Department on this subject, it will be unnecessary for me to extend my remarks.

I am, very respectfully, sir, your obedient servant,

R. J. MEIGS, JUN.

Honorable GEORGE DENNISON,

Chairman of the Committee on Post Office Expenditures.

No. 1.

Table of the Post Office Establishment, showing its produce and expenditure for the years 1821 and 1822.

YEARS.	Number of Post Offices.	Gross amount of postages.	Compensation to Postmasters.	Incidental expenses.	Transportation of the mail.	Balances in favor of G. Post Office.	Balances against Gen ^l Post Office.	Extent in miles of post roads.
1821,*	4,976	\$1,056,658	\$336,239	\$31,003	\$815,681	-	\$126,265	79,808
1822,†	5,252	1,198,023	356,155	22,958	777,753	-	28,843	85,554

* The difference between this and the report of last year is in consequence of the 4th quarter being *then estimated*, and now brought in as it actually stands on the books.

† The product for the 4th quarter is *estimated*, as also the expense for the transportation of the mail for the same quarter.

No. 2.

Statement of the amount of the annual receipts and expenditures of the General Post Office from 1820 to 1822, inclusive, with the amount paid into the Treasury in each year.

January 1, 1820,	Cash on hand,	-	-	-	-	-	\$57,381 74
	Amount of receipts in 1820,	-	-	-	-	-	841,712 50
							899,094 24

No. 2—Continued.

	Amount of expenditures in 1820,	-	-	-	\$863,917 34	
	Amount paid to the Treasury same year,	-	-	-	6,465 95	
	Balance on hand,	-	-	-	28,710 95	\$899,094 24
January 1, 1821,	Cash on hand,	-	-	-	-	28,710 95
	Amount of receipts in 1821,	-	-	-	-	856,464 85
						885,175 80
	Amount of expenditures in 1821,	-	-	-	813,680 32	
	Amount paid to the Treasury same year,	-	-	-	516 91	
	Balance on hand,	-	-	-	70,978 57	885,175 80
January 1, 1822,	Cash on hand,	-	-	-	-	70,978 57
	Amount of receipts in 1822,	-	-	-	-	812,711 92
						883,690 49
	Amount of expenditures in 1822,	-	-	-	849,310 33	
	Amount paid to the Treasury same year,	-	-	-	514 13	
	Balance on hand, December 31, 1822,	-	-	-	33,866 03	883,690 49

No. 3.

A statement of the incidental expenses of the General Post Office for the year 1822.

FIRST QUARTER OF 1822.		THIRD QUARTER OF 1822.	
Paid Sellers & Pennock, for portmanteaus, &c.,	\$552 37	Paid William Morgan, for wharfage, -	\$1 35
Paid T. Rowe, for paper, twine, blanks, &c.,	825 50	Paid Jonathan Elliott, for printing, &c., -	1,321 87
Paid Wm. J. Stone, for stamps for Post Office,	43 69	Paid William J. Stone, for stamps, -	26 07
Paid Edgar Patterson, for paper, -	425 00	Paid William H. Haywood, for marshal's	
Paid Jonathan Elliott, for printing, -	1,540 00	and attorney's fees, -	128 37
Paid J. Ficklin, for paper, printing blanks, &c.,	119 95	Paid Jonah Wood, for saddlebags, -	7 00
Paid Ths. Rowe, for paper, twine, blanks, &c.,	1,505 78	Paid John Frank, for binding books, &c., -	224 00
Paid William Cooper, for paper and printing,	216 75	Paid Ingham & Longstreth, for paper, -	624 00
Paid Medat Moody, for desk for Post Office,	3 75	Paid J. Gideon, Jr. for printing and bind.	186 40
Paid A. R. Thornton, marshal, Va. fees, -	307 25	Paid Gales & Seaton, for printing, -	1,343 87
Paid John D. Boteler, for locks for port-		Paid Joseph Ficklin, for paper, &c., -	26 25
manteaus, -	25 00	Paid John D. Boteler, for locks, &c., -	43 75
Paid J. D. Boteler, for locks for portmanteaus,	62 50	Paid John D. Boteler, for locks, &c., -	25 00
Paid J. D. Boteler, for locks for portmanteaus,	125 00	Paid John D. Boteler, for locks, &c., -	32 00
Paid Thomas Henderson, for printing paper,	600 00	Paid E. Shiple, for marshal's and attorney's	
Paid Sellers & Pennock, for portmanteaus,	818 97	fees, -	34 57
Paid H. McGary, for costs of suit, vs. R.		Paid John D. Boteler, for locks, &c., -	10 00
Brumhead, -	29 03	Paid Jacob Gideon, Jun. for printing, &c.,	127 40
Paid Jacob Southerland, marshal's, &c. fees,	484 61	Paid William Cooper, for paper and print-	
Paid C. Heaps, pensioner, -	50 00	ing, -	399 35
	7,735 15		4,561 25
SECOND QUARTER OF 1822.		FOURTH QUARTER OF 1822.	
Paid Thomas Rowe, for paper, twine, blanks,		Paid Leonard H. Cowles, for mail-bags, &c.,	\$14 25
&c., -	\$2,871 19	Paid James Wilson, for printing, -	12 00
Paid William Cooper, for paper and print-		Paid T. Rowe, for paper, twine, blanks, &c.,	756 00
ing, -	245 40	Paid William Cooper, Jun. for printing, -	331 00
Paid Thomas Rowe, for paper, twine, blanks,		Paid T. Rowe, for paper, twine, and blanks,	1,094 25
&c., -	266 00	Paid T. Rowe, for paper, twine, and blanks,	1,320 30
Paid Patrick Rogers, for portmanteaus, -	37 12	Paid Way & Gideon, for printing, -	19 12
Paid Ingham and Longstreth, for paper, -	1,011 00	Paid Sellers & Pennock, for portmanteaus,	570 50
Paid William J. Stone, for stamps, -	54 21	Paid Patrick Rogers, for portmanteaus, -	46 99
Paid William Morgan, for wharfage, -	4 12	Paid D. H. Mason, for stamps, -	14 00
Paid John D. Boteler, for locks, &c., -	125 00	Paid Way & Gideon, for printing, -	12 12
Paid Lark Fox, for arresting mail robber, -	200 00	Paid John D. Boteler, for locks, &c., -	62 50
Paid John D. Boteler, for locks, &c., -	25 00	Paid John D. Boteler, for locks, &c., -	87 50
Paid John D. Boteler, for locks, &c., -	62 50	Paid John D. Boteler, for locks, &c., -	125 00
Paid Patrick Rogers, for portmanteau, -	20 00	Paid Gales & Seaton, for printing, -	328 00
Paid Joseph Borrows, for paper, -	137 50	Paid William Brent, for clerk's fees, -	43
Paid Joseph Ficklin, for printing way-bills, -	79 32	Paid R. Walker, for marshal's, &c. fees, -	224 79
Paid William Creighton, for detecting ro-		Paid Asa Green, P. M. Brattleboro', Vt. for	
ber, -	100 00	an allowance made him for securing a	
		debt due from A. Manley, -	37 35
	5,238 36	Paid Thomas Rowe, for paper and printing,	378 00
			5,424 10
RECAPITULATION.			
Amount of first quarter,	-	-	\$7,735 15
Amount of second quarter,	-	-	5,238 36
Amount of third quarter,	-	-	4,561 25
Amount of fourth quarter,	-	-	5,424 10
			\$22,958 86

No. 4.

A statement of the contingent expenses of the General Post Office for the year 1822.

1822.			1822.		
Jan'y 1,	To balance on account rendered,	\$142 53½	Aug. 30,	To cash paid Thomas Quarles, -	\$32 50
Jan'y 1,	To cash paid Gales & Seaton, -	10 00	Aug. 30,	To cash paid William Paine, -	18 00
Jan'y 22,	To cash paid William Brown, -	4 00	Aug. 31,	To cash paid John Long, -	25 50
Jan'y 22,	To cash paid John Remington, -	1 50	Sept. 3,	To cash paid David Butler & Co., -	7 12
Jan'y 23,	To cash paid William Cooper, -	24 00	Sept. 5,	To cash paid Thomas Stanley, -	19 26
Feb'y 20,	To cash paid William Brown, -	4 00	Sept. 9,	To cash paid Oliver Everett, -	5 00
Feb'y 21,	To cash paid Ab'm Bradley, 3d, -	41 95	Sept. 10,	To cash paid Peter Devereux, -	5 00
March 19,	To cash paid Charles Durden, -	15 00	Sept. 11,	To cash paid William Paine, -	22 00
March 20,	To cash paid Joseph Borrowes, -	26 09	Sept. 12,	To cash paid William Brown, -	4 00
March 22,	To cash paid Charles Durden, -	5 75	Sept. 19,	To cash paid Thomas Beard, -	9 50
March 22,	To cash paid William Brown, -	4 00	Oct. 1,	To cash paid Samuel Holtzman, -	38 50
March 29,	To cash paid James Thomas, -	11 25	Oct. 1,	To cash paid Charles Bell, -	51 00
April 2,	To cash paid Charles Bell, -	51 00	Oct. 7,	To cash paid William Brown, -	4 00
April 4,	To cash paid Arch'd Cheshire, -	120 00	Oct. 17,	To cash paid Davis & Force, -	17 75
April 18,	To cash paid William Brown, -	4 00	Oct. 26,	To cash paid Jonathan Elliott, -	20 00
April 20,	To cash paid William Salter, -	3 44	Oct. 26,	To cash paid John Frank, -	44 50
April 20,	To cash paid Thomas Rowe, -	248 62½	Oct. 31,	To cash paid Alexander Kerr, -	37 62
April 22,	To cash paid Aaron Sims, -	1 00	Oct. 31,	To cash paid Charles Durden, -	70 31
April 26,	To cash paid Edward Holland, -	75	Oct. 31,	To cash paid Joseph Borrowes, -	35 15
May 16,	To cash paid Isaac Randolph, -	96	Nov. 16,	To cash paid William Brown, -	4 00
May 16,	To cash paid John W. Moore, -	22 30	Dec. 3,	To cash paid Benj. French, -	2 75
May 17,	To cash paid John Frank, -	160 25	Dec. 6,	To cash paid Rachel Herbert, -	5 50
May 22,	To cash paid William Brown, -	4 00	Dec. 14,	To cash paid William Brown, -	4 00
May 25,	To cash paid Davis & Force, -	27 62½	Dec. 28,	To cash paid Matthias Jeffers, -	2 00
May 28,	To cash paid J. Eschback, (wood,) -	549 43	Dec. 31,	To cash paid Charles Bell, -	51 00
May 29,	To cash paid Edward De Kraft, -	62 50	Dec. 31,	To cash paid Joseph Borrowes, -	400 00
June 2,	To cash paid John Rowlett, -	19 25	Dec. 31,	To cash paid William Ward, -	11 50
June 18,	To cash paid William Brown, -	4 00	Dec. 31,	To cash paid T. W. Pairo, -	14 75
June 17,	To cash paid J. A. Burch, -	211 62½	Dec. 31,	To cash paid Way & Gideon, -	105 50
July 1,	To cash paid Charles Bell, -	51 00	Dec. 31,	To cash paid R. W. Pomeroy, -	5 00
July 2,	To cash paid C. T. Coote, -	4 31	Dec. 31,	To cash paid T. S. McLeod, -	25 50
July 5,	To cash paid Andrew Way, -	116 00	Dec. 31,	To cash paid Davis & Force, -	37 25
July 12,	To cash paid Joseph Borrowes, -	23 75	Dec. 31,	To cash paid Thomas Rowe, -	142 75
July 15,	To cash paid T. Clark, -	41 50	Dec. 31,	To cash paid Abm. Bradley, 3d, -	47 85½
July 16,	To cash paid William Cooper, -	18 75	Dec. 31,	To cash paid John Frank, -	124 50
July 19,	To cash paid Thomas Beard, -	42 50	Dec. 31,	To cash paid James Thomas, -	5 00
July 19,	To cash paid Thomas Beard, -	41 00	Dec. 31,	To cash paid Joseph Borrowes, -	11 50
July 19,	To cash paid William Brown, -	4 00			
July 22,	To cash paid John Frank, -	23 50			
August 2,	To cash paid Thomas Beard, -	49 00			3,800 71
August 6,	To cash paid William Hunt, -	24 00			
August 8,	To cash paid W. H. Stewart, -	6 00			
August 9,	To cash paid William Allen, -	6 00			
Aug. 14,	To cash paid W. W. Beard, -	42 50			
Aug. 14,	To cash paid Robert Speak, -	22 00			
Aug. 14,	To cash paid Thomas Beard, -	33 00			
Aug. 23,	To cash paid William Brown, -	4 00			

Credit.

By two warrants, viz: One in
January, and one in July, each
\$2,000, - - -

4,000 00

\$199 29

17th CONGRESS.]

No. 49.

[2d Session.

POSTAGE ON BOOKS—EXPENSE OF CARRYING CERTAIN MAILS.

COMMUNICATED TO THE SENATE BY THE CHAIRMAN OF THE COMMITTEE ON THE POST OFFICE AND POST ROADS,
MARCH 1, 1823.

SIR:

GENERAL POST OFFICE DEPARTMENT, *January 27, 1823.*

In reply to the inquiries of the committee, I have the honor to state, in relation to the first proposition of the resolution, that the transportation of the public mails between Nashville and New Orleans, the emporium of the West, is opposed by many natural obstacles, and supported but by few artificial facilities and conveniences. A great portion of the intervening country is intersected by bayous, rivers, and streams, which are frequently impassable, for the want of bridges and ferries, and the banks of which are often overflowed. These the mail carriers are sometimes compelled to swim; and sometimes the rider and his horse overthrown by the rapidity of the currents. By these causes of impediment the mails become wet; and, by the friction of carriage on horseback, the contents of the mail become seriously injured.

It would be of great importance, as regards the transportation of the mail, if Congress should make an appropriation for improving that road, and grant small tracts of land on the banks of those bayous, rivers, and streams, upon the express and perpetual condition that the grantees, and their successors, should erect bridges, and keep them in repair; or establish ferries, and forever keep them in suitable order; and over which the United States' mail should always pass free of toll or ferriage.

To the second proposition, contained in the resolution, I have to state, that the military road (so called) extends from Florence, in the Tennessee river, in the State of Alabama, to Madisonville, in Louisiana, and is about four hundred miles in length. On that road thirty-five bridges were erected, measuring three thousand two hundred and thirteen feet. Three hundred and ninety-two causeways were made, measuring altogether nearly twenty-six thousand feet; and mile-posts were erected throughout the whole road. All which labor was performed by the troops of the United States. This road was well opened, and of ample breadth. This road is now somewhat dilapidated; some of the bridges are swept away; others want repair; and the road is greatly incumbered by the falling of timber.

This road is some hundred miles shorter than the present mail's route to New Orleans; and, if put in a state of repair, the mails might be transported to New Orleans in light covered carriages, with a greater celerity, more safety, more certainty, and more to the benefit of the United States.

I respectfully suggest to the committee the expediency and propriety of recommending an appropriation for the improving of the road from Nashville to New Orleans, and for repairing and clearing the military road from Florence, in Alabama, to Madisonville, in Louisiana.

By an act of Congress passed the 21st of April, 1806, the President of the United States was authorized to cause to be opened a road from the frontiers of Georgia, on the route from Athens to New Orleans, till the same intersects the thirty-first degree of north latitude; also, to open a road from the Mississippi river to the Ohio river, and to the boundary line established by the treaty of Greenville; for which six thousand dollars were appropriated. Also, to open a road from Nashville to Natchez, by act of March 29, 1806, for which six thousand dollars were appropriated.

I have the honor to be, with great respect, your obedient servant,

R. J. MEIGS, JUN.

HON. MONTFORT STOKES,

Chairman of the Committee on Post Offices and Post Roads, in the Senate.

SIR:

GENERAL POST OFFICE DEPARTMENT, *February 21, 1823.*

I am favored with your letter of this date, in relation to the postage on sundry books sent to the State of Missouri.

It appears to me that no book ought ever to be sent by mail, even if letter or packet postage was paid on it. It is an article which is not, like letters and newspapers, valuable only for its quick conveyance, and may well be sent by the usual routes of many articles of merchandise. Books can, without inconvenience, be sent from every place where they are printed to some considerable commercial town, and from thence to any settled part of the country. Hence there is no necessity of burdening the mail with such as are intended either for public or private use.

Books are usually bound with leather, and so strongly pressed together, that they have the hardness of blocks of wood, and, when carried in the mail with letters and newspapers any considerable distance, rarely fail to wear out the wrappers, and break the bundles of letters and papers to pieces, by which the letters are injured, and many newspapers lost.

Some years since the Postmasters, at some of the places where books were printed, construed them as subject only to pamphlet postage. The consequence was, that the mails were soon overloaded with novels and the lighter kind of books for amusement. And I was under the necessity not only of correcting this misconception of the rate of postage, but to prohibit Postmasters from sending books, in any case, through the mail. The order seems to be forgotten in the above cases, but it appears to me that the postage ought in no case to be abated. If it be abated in one case, it becomes a precedent that must be followed in every other, that of individuals as well as of States. It is much better, therefore, that the postage on those books should be lost altogether than it should be reduced.

The whole value of the books is probably less than forty dollars; and the Governor can easily obtain, through a bookseller at St. Charles, either or all of the books.

It would be useful to prohibit, by law, the transmission of books by mail. The Secretary of State has, during the last summer, sent a number of cart-loads of books in that manner. The consequence has been, the mails have been overloaded, and it has occasioned demands probably of twice as much as it would have cost to have sent them, by means of the booksellers, through the ordinary channels; and many newspapers have been rubbed to pieces and lost, and letters damaged.

Very respectfully, your most obedient servant,

R. J. MEIGS, JUN.

HON. MONTFORT STOKES,

Chairman of the Committee on Post Offices and Post Roads.

SIR:

GENERAL POST OFFICE DEPARTMENT.

I have the honor to acknowledge the receipt of your letter of the 30th ultimo, and to state the expense of carrying the mail on the several routes therein named, viz: 1. From Nashville, by Columbus and Natchez, to New Orleans. 2. From Florence, by Madisonville, to New Orleans, on the military road. 3. From Fredericksburg, in Virginia, by Milton, N. C., Salem, York court-house, S. C., Union, Petersburg, Geo., Milledgeville, Montgomery, and Cahawba, to Natchez.

1st. The route from Nashville, by Natchez, to New Orleans, is estimated at 727 miles; and the mails are carried three times a week, at the rate of nearly 70 miles in a day, and cost, by estimate, \$29,674 a year.* This route must be continued, whatever other route is established, as it is the main route of communication between Kentucky, Ohio, Indiana, Illinois, and Missouri, and Natchez and New Orleans. This route falls in upon the rich lands of Mississippi at Port Gibson, Missouri, and continues upon it from thence to New Orleans. Between the towns and inhabitants on those lands and the States above mentioned, there is a great trade carried on; and it is deserving of the frequent and rapid establishment of posts which is now in operation. It is also the great route of communication from all places to the northward of Richmond, in Virginia, to Natchez, New Orleans, &c.

2d. The route from Florence to Columbus (part of No. 2) is provided for by the route No. 1. If the residue is established, it will require considerable expense to make it available, as will be seen by the estimate.

The distance from Columbus to New Orleans is estimated at 360 miles, and, to carry the mail rapidly three times a week, will cost \$40 a mile, or \$12,000 a year, in addition to any savings that may be made by the discontinuance of other mails. It passes through a poor country, whose settlements are amply accommodated with the mail by other routes. When this route reaches Madisonville, a small village on Lake Pontchartrain, it is to be carried thirty miles across the lake by boats. The lake is shallow, and often impassable from high wind. The distance from Natchez to New Orleans, by Madisonville, is sixty miles less than that by the road along the Mississippi, and arrangements were formerly made for carrying the mail once a week by each road; but the obstructions, from high winds, was so frequent, that the merchants at both extremes remonstrated against sending their letters by the Madisonville route, although they could, by that means, when the weather suited, get a mail twice a week, and one day quicker. This near route has, on that account, been abandoned; and the same causes would, doubtless, induce a like remonstrance; and the route, as a mail route, would be of no use, although perhaps 100 miles nearer than the Natchez route. I have not been able to obtain the correct distances on the military road. As a stage route for passengers, it would probably be desirable, for they could return much sooner than they could by the steamboats on the Mississippi.

3d. The route from Fredericksburg to Powelton, Georgia, is carried slowly in a stage, once a week; the distance 549 miles. To carry it three times, expeditiously, would cost \$25 a mile, in addition to the present price. But this would be unnecessary, as the mail is carried three times a week on the main route, through Raleigh, something further, but much quicker than it could be carried on this road for that price. It would cost from \$16,000 to \$20,000 more than is now paid to carry it as soon and as often by this road.

From Milledgeville to Montgomery, Alabama, the mail is carried twice a week, quickly; and the distance, 217 miles, for an additional mail per week, would probably cost \$12 a mile, say \$2,604.

From Montgomery to Cahawba the mail is carried twice a week, and returns a different route; the mean distance, 65 miles, would cost \$12 a mile for a third mail, or \$780 a year.

From Cahawba to St. Stephen's the distance is 112 miles, carried once a week; and would cost \$30 a mile, additional, for a tri-weekly mail, say \$3,360 a year.

* Some of the contracts on this route are not completed.

From St. Stephen's to Natchez the distance is 247 miles. A slow mail, once a week, is established on this road. For a tri-weekly quick mail it would cost \$28 a mile, additional; equal, for a year, to \$6,422.

On the whole, the establishment of a quick mail, three times a week, from Milledgeville to Natchez, would cost \$13,166, additional; and, if it commences at Fredericksburg, Virginia, it would probably cost more than \$30,000, additional.

The committee will permit me to remark that the post roads have been increased so rapidly within a few years past, that the expenses of the establishment exceed the produce, and there has been great difficulty in collecting money sufficiently fast to meet the demands upon the office. Congress, at the last session, established 6,366 miles of new post road, and discontinued 620 miles of old, leaving an increase of 5,746 miles. These routes went into operation on the first day of this year, and could not have been paid if the prices of a number of old contracts, which expired with the last year, had not been considerably reduced. With that reduction the Department may probably meet its engagements the current year; but it is quite impossible that it can be done if any further expenditure is made, either by the establishment of new routes or increase upon the old ones. And, if any is thought necessary by the committee, it is to be hoped they will say in what manner the expenditure is to be provided for.

I am, with great esteem,

R. J. MEIGS, JUN.

The Hon. MONTFORT STOKES,

Chairman of the Committee on Post Offices and Post Roads.

18th CONGRESS.]

No. 50.

[1st SESSION.]

NUMBER OF DISTRIBUTING OFFICES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 24, 1823.

SIR:

POST OFFICE DEPARTMENT, *December 24, 1823.*

In obedience to a resolution of the House of Representatives of the United States, passed on the 16th of December instant, directing the "Postmaster General to lay before the House a list of the Post Offices designated 'distributing offices,' in the several States and Territories; also, the duties required to be performed by Deputy Postmasters at such offices, with the regulations adopted for securing a direct conveyance to letters, &c. destined for offices on intermediate post routes," I have the honor to report, that there are forty-eight distributing Post Offices in the United States and Territories, viz:

Abingdon, Va.	Cumberland Gap, Ten.	Nashville, Ten.	Salem, N. C.
Albany, N. Y.	Easton, Pa.	Natchez, Mis.	Savannah, Geo.
Ashville, N. C.	Edenton, N. C.	New York, N. Y.	Sharon, Con.
Athens, Pa.	Erie, Pa.	Norfolk, Va.	Shawneetown, Illi.
Augusta, Geo.	Fayetteville, N. C.	Northampton, Mass.	Stamford, Con.
Baltimore, Md.	Gallipolis, O.	Petersburg, Va.	Walpole, N. H.
Bennington, Vt.	Hanover, N. H.	Pittsburg, Pa.	Washington, D. C.
Brattleborough, Vt.	Hartford, Con.	Portland, Me.	Washington, Ken.
Buffalo, N. Y.	Huntsville, Ala.	Portsmouth, N. H.	Wilmington, Del.
Chambersburg, Pa.	Louisville, Ken.	Philadelphia, Pa.	Winchester, Va.
Chillicothe, O.	Marietta, O.	Providence, R. I.	Windsor, Vt.
Creek Agency, Geo.	Middlebury, Vt.	St. Stephen's, Ala.	Wheeling, Va.

Postmasters of distributing offices are required to open all mails which are directed to the State in which their offices are situated, and give the proper direction to each letter.

All letters destined to places beyond the next distributing office are carefully enclosed in a strong envelope, and directed, so as to be conveyed, on the most direct route, to their places of destination. These are placed in a portmanteau, which is called the principal mail bag, which is opened and examined only at the distributing offices. An account is kept at the distributing offices of all the letters forwarded, and they are accompanied by post bills, in which are stated the charges for postage. Letters which are to be delivered at the offices between the distributing offices, are placed in a separate portmanteau, called the way-bag, which is opened and examined by the Postmasters of the intermediate offices.

To give greater security to the principal mails, locks, entirely different from those used on the way-bags, will be placed on the portmanteaus containing the principal mails, so that they can only be opened, without violence, at the distributing offices.

Respectfully submitted.

JOHN McLEAN.

Hon. H. CLAY, *Speaker of the House of Representatives.*

18th CONGRESS.]

No. 51.

[1st SESSION.]

COMPENSATION OF POSTMASTERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 27, 1824.

SIR:

POST OFFICE DEPARTMENT, *January 24, 1824.*

In obedience to a resolution of the House of Representatives of the United States, at their last session, which "directed the Postmaster General to report, at an early period of the next session of Congress, what further measures are necessary to provide for a more equitable compensation to Deputy Postmasters, according to the duties and services rendered by them," I have the honor to report, that the present mode of compensating Deputy Postmasters,

by giving them a graduated per cent. upon moneys received by them, is believed to be, in most cases, the most equitable that can be adopted. So far as this compensation extends, it is generally proportioned to the labor required, and the responsibility incurred.

Deputy Postmasters, with a few exceptions, receive less for their services than any other officers of the General Government. But as competent persons, to discharge the duties of Postmasters, have been found willing to serve, in every part of the country, and as the present embarrassment of this Department requires the utmost economy in its expenditures, it is believed that the public interest would not, at this time, be promoted by a general increase of their compensation. A small addition of pay to each Postmaster would afford but little benefit to the individual, whilst it would take from the receipts of the Department an amount so considerable as to render an appropriation from the Treasury indispensable. There are, however, some Post Offices where the labor is great, and the perquisites so small, that, unless some additional compensation be given, it is feared competent persons cannot long be found to discharge the duties.

I have endeavored, though unsuccessfully, to fix upon some rule, which would give additional compensation, where it seems to be indispensable, without extending the provision so far as to render the amount objectionable. It is believed that no provision can be made, embracing a class of cases, so as to give an increase of pay, in the just proportion which the services require.

There are several hundred offices, at which packages are distributed, for which no additional compensation is given. In some cases this duty is very laborious, whilst the perquisites of the offices are very small. An increased per cent. upon the moneys received by each, would not graduate the pay in proportion to the service required, as, at some offices, which receive not more than one hundred and fifty dollars, this service is as laborious as at others where more than a thousand dollars are received. If, in such cases, an increase of ten per cent. were given, the compensation to some would be more than six times greater than to others.

More than seventy offices distribute packages after ten o'clock at night, and before five in the morning. Postmasters who discharge this duty are entitled to consideration, not only on account of the labor which they perform, but the unseasonable hours in which they are required to perform it. But, in these cases, an additional per cent. on the moneys received would not do equal justice, as the disproportion of compensation for similar services would be as great as above stated.

A specific sum given to each Postmaster for this service would not compensate in proportion to the labor performed, as the labor at some offices is ten times greater than at others.

If the means of the Department would authorize the measure, an increase of pay to Postmasters, who separate packages, and to some others, would be neither unjust nor impolitic; but, at present, it seems to be necessary to confine any provision for an increase within very narrow limits.

On a full consideration of the subject, it is believed that a special provision, in each case, where an increase of pay shall be deemed indispensable, can be made with more justice to the Postmaster, and less injury to the revenue of the Department, than any other mode which can be adopted.

Which is respectfully submitted,

JOHN MCLEAN.

Hon. HENRY CLAY, *Speaker of the House of Representatives.*

18th CONGRESS.]

No. 52.

[1st SESSION.]

REMISSION OF A PENALTY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 26, 1824.

Mr. McKEAN made the following report:

The Committee on the Post Office and Post Roads, to whom was referred the petition of Henry Lightner, have had the same under consideration, and have come to the following report:

The petitioner states that he was appointed Postmaster at Landisburg, in Pennsylvania, about the year 1812, and that he resigned the office in 1815; that he believed he had fully paid all arrearages due and owing the Government, and under that impression suffered his receipts and other papers to be lost and destroyed; that, in August last, two judgments were rendered against him in the United States district court, at Philadelphia, one for \$20 75, and the other for \$150: the first being for arrearages claimed, which, on account of the loss of his papers, he could not disprove; and the latter for penalty, for not making his return according to law. He states the village was small, and the business of the office but trifling; he prays to be relieved from the penalty, having paid the arrearages.

The Postmaster General states that the petitioner was appointed in 1812, and made his quarterly returns, at irregular periods, to the 1st April, 1814, after which he never made any; that the accounts, thus failed to be rendered, were estimated, and he was called on for payment, and refused; the estimate was doubled, and suit brought. He states the amount of debt and penalty to be

He states the amount of debt and penalty to be	-	-	-	-	-	-	\$150 33
And the amount of the penalty to be	-	-	-	-	-	-	85 00
							<u>\$95 33</u>

The committee, under all the circumstances of the case, have come to the conclusion to remit the penalty, on the payment of the principal; and herewith report a bill to that effect.

[18th CONGRESS.]

No. 53.

[1st Session.]

EXTENT OF POST ROADS, AND THE RECEIPTS AND EXPENDITURES FOR THREE YEARS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MAY 21, 1824.

POST OFFICE DEPARTMENT, *May 21, 1824.*

SIR:

In obedience to a resolution of the House of Representatives, passed on the 17th of December last, I have the honor to enclose a statement containing the information required, as nearly as the manner of keeping the accounts of this office will permit.

The whole amount collected on account of postages, in each State and Territory, is given in each year, instead of the amount collected out of the funds accruing within the year. The accounts of the office have not been kept in such a form that the distinction could be made; and, on that account, the last item of the resolution, which requires "the balances of postage which accrued in each of said years, now due and in arrear," could not be given.

The accounts of this office are kept without reference to States, under one alphabetical arrangement; and, to comply with the order of the House, it has been necessary to bring all the items of each account for the three years, for between five and six thousand Postmasters, and more than eleven hundred contractors, under the heads of the respective States and Territories. This has occupied five clerks constantly since the resolution was received, and will explain why it has not been sooner answered.

It will be proper to remark, that the expense of transporting the mail includes the various credits for that service entered on the books within the period prescribed, except such as were for services rendered previous to April, 1820. The mail is in some instances carried before a contract is entered into and the terms adjusted; and the expense, on final adjustment, may be somewhat greater than is stated.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

Hon. H. CLAY, *Speaker of the House of Representatives.*

Table of the extent of the post roads, amount of postages collected, compensation of Postmasters, incidental expenses, cost of transporting the mail, &c. in each State and Territory, in the years 1820, 1821, and 1822.

Name of State or Territory.	Year.	Extent, in miles, of post roads.	Extent, in miles on which the mail was actually carried.	Amount of postage collected on letters.	Postages collected on newspapers.	Compensation of Postmasters.	Expenses of Postmasters.	Net balance of Postmasters' accounts.	Expense of transporting the mail.	Balance in favor of each State, &c.	Balance against each State, &c.	Amount collected from each State, &c.
Alabama State,	1820	1,875	1,561	\$15,156 10	\$662 44	\$5,010 37	\$1,071 32	\$9,766 85	\$26,029 02	\$16,263 17	\$16,263 17	\$6,590 31
	1821	2,121	1,875	17,408 59	804 36	5,819 84	813 47	11,597 64	26,948 07	15,369 03	15,369 03	12,346 96
	1822	2,430	2,121	18,164 17	1,097 91	6,302 68	1,175 07	11,784 33	27,131 19	15,319 86	15,319 86	12,193 96
	1820	732	582	787 27	48 10	291 68	33 27	510 42	3,509 38	2,998 96	2,998 96	919 00
Arkansas Territory,	1821	732	732	634 43	37 23	238 52	77 25	355 89	5,591 89	3,236 00	3,236 00	618 00
	1822	1,257	732	672 10	34 79	250 00	99 18	426 71	3,517 94	3,091 23	3,091 23	764 49
	1820	46	46	22,647 79	514 97	11,473 76	705 92	10,939 08	9,359 54	13,947 90	13,947 90	7,788 07
	1821	46	46	21,852 93	613 72	11,080 44	847 11	10,330 10	9,669 13	7,869 97	7,869 97	6,554 15
Columbia District,	1820	46	46	30,956 11	601 40	10,877 20	852 32	9,827 99	2,538 13	9,989 86	9,989 86	21,681 15
	1821	1,360	1,360	33,799 25	15,363 06	15,363 06	1,070 00	20,052 35	17,984 25	2,968 10	2,968 10	21,681 15
	1822	1,494	1,494	33,299 82	15,138 38	15,138 38	903 77	20,054 33	16,506 95	3,548 08	3,548 08	21,494 31
	1821	1,571	1,571	37,070 46	3,276 66	16,351 08	787 61	23,208 70	16,719 73	6,488 97	6,488 97	24,541 42
Connecticut State,	1820	254	254	6,106 91	932 40	2,671 42	137 62	4,340 27	5,459 91	1,219 64	1,219 64	3,685 77
	1821	254	254	6,932 97	1,063 75	2,736 22	171 54	4,348 96	5,696 85	1,347 89	1,347 89	6,760 11
	1822	266	266	6,360 40	1,047 55	2,708 96	77 38	4,521 61	5,574 25	1,052 64	1,052 64	4,293 52
Delaware State,	1820	150	150	1,746 97	15 44	496 03	133 95	1,132 43	490 00	642 43	642 43	965 00
	1821	602	150	1,070 65	43 59	399 89	40 13	714 23	1,355 00	612 78	612 78	965 00
	1822	2,472	2,472	50,766 38	9,827 16	13,749 35	1,414 67	38,429 53	34,254 27	4,175 25	4,175 25	30,604 59
	1820	2,682	2,682	50,275 15	9,761 79	14,024 08	1,458 62	37,554 24	25,573 26	12,181 98	12,181 98	41,884 09
Florida Territory,	1821	2,990	2,682	49,238 27	2,076 52	13,980 91	1,437 74	36,506 17	24,547 98	11,958 86	11,958 86	36,181 09
	1822	1,573	1,060	4,324 68	378 81	1,848 84	367 88	2,967 77	9,347 49	6,920 72	6,920 72	3,011 63
	1820	2,194	1,573	3,923 65	266 33	1,650 74	267 68	3,271 56	10,539 63	8,968 07	8,968 07	3,277 88
	1821	2,964	2,194	3,208 39	278 15	1,456 73	300 73	1,729 69	12,710 68	10,981 59	10,981 59	3,323 63
Georgia State,	1820	2,624	2,194	7,618 81	498 70	2,919 28	337 73	5,856 69	10,491 91	4,543 13	4,543 13	5,176 91
	1821	2,613	2,613	7,135 68	524 09	2,619 20	414 71	5,113 60	11,911 90	6,898 30	6,898 30	6,350 68
	1822	2,966	2,613	29,493 63	2,906 13	16,394 12	1,466 96	23,869 20	33,713 29	6,079 40	6,079 40	5,048 60
	1820	5,056	4,638	29,493 63	2,906 13	16,394 12	1,466 96	23,869 20	33,713 29	11,814 09	11,814 09	23,973 95
Illinois State,	1821	5,267	5,056	24,439 99	1,831 92	12,993 93	1,581 27	20,690 21	40,291 85	19,701 54	19,701 54	27,336 82
	1822	3,579	3,267	30,016 23	2,015 05	12,689 44	1,583 87	18,559 62	33,341 12	20,959 50	20,959 50	27,184 97
	1820	818	818	32,836 87	752 91	7,119 11	1,819 57	23,697 37	18,517 51	6,809 92	6,809 92	59,137 04
	1821	818	818	32,030 21	541 12	6,945 05	1,801 76	23,414 52	15,245 05	5,169 46	5,169 46	95,846 54
Indiana State,	1820	1,300	848	30,929 35	630 76	9,789 89	1,708 96	23,051 80	15,403 30	4,636 36	4,636 36	26,313 84
	1821	1,300	1,300	32,447 97	2,075 13	9,948 93	764 60	14,811 60	14,415 62	1,392 98	1,392 98	25,591 65
	1822	2,153	1,911	32,422 30	3,158 99	9,371 48	491 81	15,247 99	14,215 36	1,032 63	1,032 63	23,560 16
	1820	1,801	1,771	28,713 11	3,679 75	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
Kentucky State,	1821	1,912	1,771	38,125 42	3,762 40	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
	1822	1,912	1,801	37,963 54	3,762 40	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
	1820	1,912	1,801	59,141 90	3,532 37	13,543 41	1,684 92	47,271 36	34,016 18	14,366 36	14,366 36	50,833 04
	1821	2,469	2,357	87,001 82	3,532 37	13,543 41	2,982 94	67,319 33	26,181 37	41,137 96	41,137 96	83,833 00
Louisiana State,	1820	2,603	2,469	90,598 97	3,315 92	20,984 47	2,085 04	73,493 93	24,031 81	46,803 11	46,803 11	83,833 00
	1821	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64
	1822	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64
	1820	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64
Maine State,	1820	1,300	848	30,929 35	630 76	9,789 89	1,708 96	23,051 80	15,403 30	4,636 36	4,636 36	26,313 84
	1821	1,300	1,300	32,447 97	2,075 13	9,948 93	764 60	14,811 60	14,415 62	1,392 98	1,392 98	25,591 65
	1822	2,153	1,911	32,422 30	3,158 99	9,371 48	491 81	15,247 99	14,215 36	1,032 63	1,032 63	23,560 16
	1820	1,801	1,771	28,713 11	3,679 75	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
Maryland State,	1821	1,912	1,801	37,963 54	3,762 40	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
	1822	1,912	1,801	37,963 54	3,762 40	13,068 80	1,851 76	16,592 56	14,341 80	1,881 66	1,881 66	43,886 33
	1820	1,912	1,801	59,141 90	3,532 37	13,543 41	2,982 94	67,319 33	26,181 37	41,137 96	41,137 96	83,833 00
	1821	2,469	2,357	87,001 82	3,532 37	13,543 41	2,982 94	67,319 33	26,181 37	41,137 96	41,137 96	83,833 00
Massachusetts State,	1820	2,603	2,469	90,598 97	3,315 92	20,984 47	2,085 04	73,493 93	24,031 81	46,803 11	46,803 11	83,833 00
	1821	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64
	1822	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64
	1820	2,603	2,469	94,977 00	4,199 97	21,723 23	2,753 00	74,701 04	24,553 08	50,147 36	50,147 36	77,875 64

TABLE.—Continued.

Name of State or Territory.	Year.	Extent, in miles, of post roads.	Extent, in miles on which the mail was actually carried.	Amount of postage collected on letters.	Postage collected on newspapers.	Compensation of Postmasters.	Expenses of Postmasters.	Net balance of Postmasters' accounts.	Expense of transporting the mail.	Balance in favor of each State, &c.	Balance against each State, &c.	Amount collected from each State, &c.
Michigan Territory, -	1820	119	66	\$1,510 41	\$95 08	\$498 63	\$79 79	\$1,037 11	\$741 38	\$985 83	-	\$1,503 00
1821	119	119	119	1,354 93	82 51	451 89	76 67	935 91	776 35	339 21	-	786 88
1822	119	1,365 99	1,119	1,305 99	88 26	457 29	81 50	915 46	676 25	339 21	-	988 00
Mississippi State, -	1820	1,872	1,879	12,315 27	569 53	4,156 13	463 71	8,294 97	29,533 96	-	\$21,228 99	7,305 70
1821	1,969	2,209	1,969	12,391 72	599 00	4,119 63	123 28	8,448 81	31,182 80	-	22,733 99	10,581 06
1822	2,300	1,969	1,969	11,514 39	672 39	3,829 39	504 68	7,872 56	20,883 42	-	13,010 83	8,152 42
Missouri State, -	1820	1,568	1,568	9,038 72	485 32	2,658 06	469 58	6,396 40	6,659 39	-	262 92	3,787 67
1821	2,005	1,615	1,615	7,429 67	509 98	2,349 87	338 02	5,207 12	7,689 55	-	2,392 43	6,679 37
1822	2,005	2,005	2,005	5,937 62	431 81	1,972 49	338 02	4,061 92	6,124 12	-	2,062 30	4,977 51
New Hampshire State, -	1820	2,015	2,015	13,373 40	811 50	5,769 98	327 12	7,930 82	7,716 62	184 20	-	7,739 47
1821	2,099	2,099	2,099	13,357 86	746 55	5,570 91	387 20	8,206 25	8,740 92	-	534 72	11,148 85
1822	2,301	2,301	2,301	13,760 66	902 58	5,815 36	246 65	8,601 23	15,655 40	-	172 33	7,719 09
New Jersey State, -	1820	1,361	1,361	19,304 32	1,438 55	6,740 84	397 33	13,614 80	15,655 40	-	2,040 60	14,155 47
1821	1,293	1,293	1,293	18,779 13	1,504 64	6,626 08	558 48	13,099 21	14,339 26	-	1,210 05	15,771 77
1822	1,419	1,419	1,419	20,465 42	1,796 04	7,207 46	361 40	14,692 60	13,398 59	1,364 01	-	13,007 33
New York State, -	1820	6,795	6,402	183,876 33	11,900 53	47,393 81	9,120 85	138,556 20	75,796 13	62,760 07	-	150,608 49
1821	7,442	6,795	6,795	182,652 76	11,851 69	46,331 43	8,707 72	138,968 30	70,652 98	68,315 32	-	181,351 52
1822	8,061	7,442	7,442	193,460 14	12,589 54	48,875 16	10,020 37	147,154 15	70,591 05	76,563 10	-	145,173 40
North Carolina State, -	1820	6,218	5,616	31,853 17	2,840 42	13,195 06	737 95	20,760 58	53,402 55	-	32,641 97	18,932 23
1821	6,681	6,218	6,218	31,976 00	2,933 17	13,123 27	942 72	20,843 18	54,899 97	-	34,056 79	21,824 86
1822	6,930	6,681	6,681	31,478 09	3,034 31	13,407 79	808 53	20,236 11	57,087 14	-	36,851 03	20,264 39
Ohio State, -	1820	5,636	5,318	36,317 61	2,489 29	12,572 90	1,814 90	24,119 60	53,839 06	-	29,719 46	32,512 75
1821	5,900	5,636	5,636	32,248 55	2,970 53	11,757 90	1,424 07	21,337 11	46,305 74	-	24,868 63	31,299 68
1822	6,428	5,900	5,900	39,408 58	2,469 96	11,530 97	1,435 06	21,391 39	41,170 18	-	19,778 79	26,806 02
Pennsylvania State, -	1820	6,738	6,398	127,576 50	7,651 86	28,610 98	4,215 05	102,901 14	75,793 18	27,107 96	-	94,855 48
1821	7,091	6,738	6,738	127,576 50	8,291 92	28,610 98	4,732 56	98,887 82	76,399 01	22,188 81	-	108,190 71
1822	7,091	7,091	7,091	127,576 50	8,291 92	28,610 98	3,965 56	104,156 78	75,897 54	28,259 24	-	104,191 66
Rhode Island State, -	1820	279	279	12,803 69	545 87	3,995 09	303 71	9,051 76	3,757 24	5,291 52	-	8,264 94
1821	279	279	279	13,011 12	502 59	4,013 54	255 70	9,274 47	3,180 73	6,093 74	-	7,843 37
1822	310	279	279	15,089 71	505 46	4,385 93	290 20	10,999 07	3,324 85	7,764 22	-	12,984 31
South Carolina State, -	1820	3,666	3,182	50,168 52	3,900 00	11,695 56	1,413 32	40,619 64	52,471 30	11,821 56	-	40,633 70
1821	3,741	3,666	3,666	49,483 12	3,171 90	11,443 72	1,320 81	39,893 50	55,888 11	62,653 78	-	44,601 41
1822	3,868	3,741	3,741	49,476 87	3,131 42	11,611 63	1,007 71	39,289 05	55,888 11	16,599 06	-	39,419 74
Tennessee State, -	1820	4,139	3,582	22,829 95	1,630 92	9,157 51	1,423 17	13,481 62	45,403 29	31,921 67	-	11,045 27
1821	4,600	4,139	4,139	20,369 82	1,383 11	8,722 09	1,092 15	12,535 72	48,166 18	35,630 46	-	13,966 98
1822	4,704	4,069	4,069	23,063 35	1,463 18	8,401 01	1,153 97	10,987 25	43,328 67	32,349 42	-	12,141 13
Vermont State, -	1820	1,598	1,598	14,501 51	330 73	6,446 39	581 83	8,407 17	11,826 21	3,359 07	-	9,412 88
1821	1,598	1,598	1,598	13,877 91	364 38	6,352 00	511 13	8,076 16	12,176 41	4,100 98	-	12,069 78
1822	1,665	1,598	1,598	14,374 92	1,022 38	6,361 29	349 06	8,756 35	12,176 41	3,723 93	-	9,727 43
Virginia State, -	1820	8,012	7,826	86,873 89	7,507 92	29,209 83	2,185 94	63,886 01	113,305 51	50,449 03	-	70,960 01
1821	8,319	8,012	8,012	81,483 71	7,461 65	28,324 83	2,006 58	61,613 08	116,100 61	54,486 93	-	71,577 79
1822	8,592	8,319	8,319	82,624 03	7,607 06	28,691 58	2,391 56	58,347 95	107,375 11	53,027 19	-	63,666 10

18th Congress.]

No. 54.

[2d Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 7, 1824.

SIR:

POST OFFICE DEPARTMENT, November 30, 1824.

I have the honor to submit to you the following report respecting the transactions of this Department:

The expenditures of the Department, from the 1st April, 1822, to the 1st April, 1823, were, as stated in my report of November last,	-	-	-	\$1,169,885 51
The receipts for postage, during the same period, were	-	-	-	1,114,345 12
Leaving an expenditure of fifty-five thousand five hundred and forty dollars and thirty-nine cents more than the current receipts:	-	-	-	\$55,540 39

The expenditures from the 1st April, 1823, to the 1st April, 1824, were	-	-	-	\$1,170,144 63
Receipts for postage, during the same time, amounted to	-	-	-	1,153,845 72

Leaving an expenditure, beyond the receipts, of sixteen thousand two hundred and ninety-eight dollars and ninety-one cents:	-	-	-	\$16,298 91
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A comparison of the receipts for postage for the three quarters preceding the 30th June last, with the corresponding quarters of the previous year, will show a considerable increase of receipts.

Postage received from 1st October to 31st December, 1823, amounted to	-	-	-	\$277,833 10
In the corresponding quarter of 1822 there was received	-	-	-	261,741 64

Making an increase, for this quarter, of sixteen thousand and ninety-one dollars and forty-six cents:	-	-	-	\$16,091 46
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Postage received from 1st January, 1824, to the 31st of March ensuing,	-	-	-	\$309,755 69
Postage received in the corresponding quarter of the year 1823,	-	-	-	286,144 29

Making an increase, for this quarter, of twenty-three thousand six hundred and eleven dollars and forty cents:	-	-	-	\$23,611 40
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Postage received from the 1st April to the 30th June, 1824,	-	-	-	\$291,275 54
There was received, for the corresponding quarter of the year 1823,	-	-	-	288,211 26

Making an increase, for this quarter, of three thousand and sixty-four dollars and twenty-eight cents:	-	-	-	\$3,064 28
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The total increase of receipts for the three quarters specified is \$42,767 14.

The accounts rendered for the quarter ending on the 30th of September last have not been all examined, but it is calculated that the receipts will exceed, by fifteen thousand dollars, the receipts of the corresponding quarter of the previous year, which will make an augmentation of receipts, for the four quarters, of about fifty-seven thousand seven hundred and sixty-seven dollars.

The total amount of receipts for postage, for the three quarters above stated, is	-	-	-	\$878,866 33
During the same time, the expenditures of the Department were	-	-	-	868,121 50

Leaving the sum of ten thousand seven hundred and forty-four dollars and eighty-three cents more than the expenditures for the three quarters:	-	-	-	\$10,744 83
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Contracts were made in September, 1823, to transport the mail, in the present year, two hundred and thirty-five thousand three hundred and seventy-eight miles more than it was transported in the year 1823. One hundred and twenty-five thousand and thirty-four miles of this distance it will be conveyed in stages. There has also been given on many routes, within the same time, greater expedition to the conveyance of the mail, for which an adequate compensation is paid.

In making the mail contracts, in September last, for New England and New York, there was but little reduction of expenditure, but many important accommodations were given, by making provision for an increased transportation of the mail. Under these contracts the mail will be conveyed two hundred and fifty-nine thousand seven hundred and forty miles, per annum, more than it has ever before been transported by contract in the same sections of country. It will be conveyed in stages the whole of this distance, except ten thousand five hundred and four miles.

Since the 1st of July, 1823, the transportation of the mail has been increased four hundred and ninety-five thousand one hundred and eighteen miles per annum. Of this distance it will be conveyed in stages three hundred and seventy-four thousand two hundred and seventy miles.

This transportation, computed at the lowest price for which similar service is performed, will amount to the sum of thirty thousand dollars annually. When to this sum is added the deficiency of receipts to meet the expenditures for the year ending on the 1st April, 1823, and the probable excess of receipts, for the present year, above the expenditures, the improvement of the operations of the Department will appear.

For the above service,	-	-	-	\$30,000 00
Deficiency of receipts to meet the expenditures for the year ending on the 1st April, 1823,	-	-	-	55,540 39
Probable amount of receipts for postage the present year, above the current expenses,	-	-	-	15,000 00
	-	-	-	\$100,540 39

From this statement it appears that the condition of the Department has been improved, in comparison with the year ending on the 1st of April, 1823, by a reduction of expenditure and increase of receipts, one hundred thousand five hundred and forty dollars and thirty-nine cents per annum.

The advantages from the arrangement adopted respecting newspaper postage have not been fully developed, but it has been ascertained that the receipts from that item have been increased at the rate of about twenty-five thousand dollars per annum.

Unremitting exertions have been made to collect the balances due to the Department. Within the past year many suits have been brought, and judgments obtained. In many cases, where judgments have been obtained on

accounts of long standing, the delinquent Postmasters, and their sureties, have been found insolvent, and the costs of suit have been consequently paid by the Department. To avoid, as far as possible, a useless expenditure of this kind, the attorney of the United States is now requested, when an account of some years' standing is sent to him for collection, not to commence suit, if, on inquiry, he shall find that the principal and his surety are insolvent. To issue process in such a case would subject the Department to a bill of costs, without answering any valuable object to the public. In a short time all demands against delinquent Postmasters will be in suit, where there exists any probability that more than the costs can be collected.

The improvement which has been made in the revenue of this Department, for the past year, authorizes the opinion that it will be able to meet an increased expenditure, by affording additional mail accommodations on established routes, or by transporting the mail on new routes which Congress may think proper to establish.

There are many routes, now in operation, which require a greater expenditure than any advantage arising to the public would seem to justify. If these were discontinued, and other routes of more general utility established, the public convenience would be greatly promoted, without adding to the expenditure of the Department. A judicious revision of the mail routes, and of the law regulating the Post Office Department, will enable it, in a very short time, not only to send the mail into every populous neighborhood of the Union, but to give every accommodation which may be desirable to the important commercial points.

The money lately appropriated by Congress to repair so much of the mail route, from Nashville, in Tennessee, to New Orleans, as passes through the Indian country, and which was placed, by your direction, at the disposition of this Department, has been applied to the object intended, except five hundred and ninety dollars and six cents.

As a small sum of money was to be expended in repairing a road of great length, and as the public interest required that the repairs should be made the whole extent, so as to remove all obstructions to the transportation of the mail, it was deemed important, before the commencement of the work, to ascertain the nature and extent of those obstructions. This was done by the person appointed to make the repairs; and, in making them, streams of water, which were occasionally rendered impassable to the mail, by high water, were bridged; and swamps, which were also sometimes impassable, were causewayed. The work, it is believed, has been faithfully executed, and at such places on the route as most required it.

After the work was done the money was paid, on the valuation of two practical men who were recommended to the Department as well qualified for that purpose. They were instructed to examine minutely the manner in which the work had been performed, with a view to its permanency and the object designed, and to report what sum would be a reasonable compensation for it.

The balance of the appropriation, which remains unexpended, will be applied in making some additional repairs during the present winter.

I have the honor to be, most respectfully, your obedient servant,

JOHN McLEAN.

THE PRESIDENT OF THE UNITED STATES.

18th CONGRESS.]

No. 55.

[2d Session.

POST ROUTE FROM NEW ORLEANS TO WASHINGTON.

COMMUNICATED TO THE SENATE, DECEMBER 15, 1824.

SIR:

POST OFFICE DEPARTMENT, *December 15, 1824.*

In obedience to a resolution of the Senate of the United States, adopted at their last session, requiring the Postmaster General to report to the "Senate, at the present session, the most practicable post route from New Orleans to Washington City," I have the honor to state, that the route on which the mail has been transported, for several years past, from this city to New Orleans, is by the way of Fredericksburg and Abingdon, in Virginia; Knoxville and McMinnville, in Tennessee; Huntsville, Rushville, and Pikeville, in Alabama; Columbus, Jackson, Fort Gibson, Washington, Natchez, and Woodville, in Mississippi; thence, by St. Francisville and Baton Rouge, to New Orleans. This route is estimated to be 1,380 miles, and requires a travel of twenty-four days.

The military road, as it is called, from Columbus, in Mississippi, to Madisonville, in Louisiana, is on nearly a direct line from the former to New Orleans, and much nearer than the road by the way of Washington and Natchez. But this road is represented to be so much out of repair as to render the regular transportation of the mail upon it impracticable. The bridges and causeways have fallen into decay; and, in many parts, the entire space, opened for the road, has become filled with young growths of timber.

Some years since, a contract was made by this Department to transport the mail to New Orleans from this city, by Salisbury, in North Carolina, Spartanburg, in South Carolina, Athens and Fort Hawkins, in Georgia, and Fort Stoddart, in Alabama; the distance being computed at 1,260 miles. But there were so many obstructions on this route, arising from streams of water and other causes, that it was found impracticable to perform the contract, and it was abandoned.

There is a mail route from Knoxville, in Tennessee, by the way of Kingston, in the same State, Bennettsville, Cahawba, and St. Stephen's, in Alabama, to New Orleans; which makes the distance from Washington to that place 1,222 miles. But the obstructions on this route are known to be nearly as great as on the route by the way of Athens and Fort Hawkins.

The post route to New Orleans, which passes through the capitals of the Southern States, is estimated at 1,312 miles. This distance might be reduced to 1,100 miles, if no greater deviations from a direct line were made than would be necessary to obtain good ground for a road, and to pass through Richmond, Raleigh, Columbia, and Milledgeville, and thence by Coweta and St. Stephen's, to New Orleans. A part of the Alabama and Mississippi mail, and the mail from the South to New Orleans, are transported on this route. But, in the winter and spring seasons of the year, the numerous streams of water, over which there are neither bridges nor ferries, present insurmountable obstacles to the regular and rapid transmission of the mail on this route.

On a direct line from Washington to New Orleans the distance is 960 miles. This line passes near Warrenton, Charlottesville, Lexington, Big Lick, Grayson court-house, in Virginia, Ashville, in North Carolina; thence, through the Indian country by Cahawba and St. Stephen's, in Alabama, to Pearlton, near Lake Borgne; thence to New Orleans.

The northwestern part of North Carolina, through which this line passes, is so mountainous as to render a deviation to the south or north, in constructing a road, indispensable. A deviation to the north, so as to avoid the mountains, will pass by or near Fotheringay, Wythe court-house, Christiansburg, and Abingdon, in Virginia, Knoxville, in Tennessee; thence, through the Tennessee valley, by Cahawba, to New Orleans, on nearly a straight direction.

This route is estimated at 1,056 miles, including ten per cent. for the variation from a straight line, from Washington to Knoxville; thence to New Orleans; and is believed to be the nearest direction practicable for a post road from Washington to New Orleans. The variation, so as to pass by Knoxville, would not increase the distance more than six miles. A deviation to the south, so as to avoid the principal mountains, would pass near Salem, in North Carolina, Greenville, in South Carolina, and Athens, in Georgia. This route would not vary, at any one point, more than sixty miles from a direct line, and would not increase the distance, by a line passing through the above places, more than seven miles.

The route by the way of Warrenton, Abingdon, and Knoxville, affords great facilities for the construction of a mail road. Through Virginia and Tennessee the materials are abundant for the formation of a turnpike; and through the States of Alabama and Mississippi, it is believed, from information which has been obtained, that in no part of the Union can an artificial road of the same length be constructed at less expense. On this part of the route the general face of the country is level, and the soil well adapted to the formation of a solid road. Some information has been communicated to this Department on this subject, but it does not come strictly within the scope of the resolution. If a substantial road were made, in this direction, to New Orleans, the mail could be transported to that place from this city in eleven days. If the road were to pass through the capitals of Virginia, North Carolina, South Carolina, and Georgia, it could be conveyed in less than twelve days.

The route on which the mail is now transported to New Orleans, although more circuitous than some others, in the present condition of the roads, is the safest and best. There are many obstructions on it, but they are less numerous than on any other. Greater celerity and safety are given to the mail on this route than could be given to it on any other to New Orleans; and it passes through, and supplies, many important towns and villages and thickly settled parts of the country.

In the winter and spring seasons of the year, the mail on this route, as on all others in the same parts of the country, is sometimes entirely obstructed by high waters; and, when this is not the case, it is frequently much injured by the mail horses swimming creeks and through swamps of considerable extent. The friction, from the movement of the mail horses, is certain to destroy all newspapers that become wet, and, not unfrequently, letters are much obliterated. When the mail is a considerable time immersed in water, as has often been the case on this route, it is impossible to secure it perfectly from injury.

The Department now pays at the rate of fifty-two dollars and seventy-six cents a mile for the transportation of the mail, three trips in each week, to New Orleans. On a good turnpike road it could be conveyed in a stage as often, and in less than half the time, at the same expense. And, what is a most important consideration, the utmost security would be given to the mail by such a transportation, and a very considerable increase to the receipts of the Department.

I have the honor to be, respectfully, your obedient servant,
JOHN McLEAN.

HON. JOHN GAILLARD.

18th CONGRESS.]

No. 56.

[2d SESSION.]

EXTENT OF THE SEVERAL MAIL ROUTES, AND THE EXPENSE OF TRANSPORTATION.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 14, 1825.

SIR:

POST OFFICE DEPARTMENT, *January 14, 1825.*

In obedience to a resolution of the House of Representatives of the United States, at their last session, requiring the Postmaster General to "lay before the House a statement of the extent of each post route in the United States, the number of miles the mail is annually transported on each route, with the annual expense of transporting the same thereon," I have the honor to transmit the enclosed report.

The difference which appears in the extent of post roads, as stated in this report, and in my report of last year, arises from the numerous corrections of distances which have been made in the past year. In many cases it has been found that parallel routes have been established so near to each other, that the transportation of the mail upon one of them is all that the public convenience requires. In other cases, routes have been established precisely on the same ground of other routes, differing only a few miles in distance, and in the names of places, for their commencement and termination.

These facts, together with the inaccurate estimates of distances, which are always to be expected on new routes, and especially those established in the new States, will satisfactorily account for the discrepancy between this report and the one made last year.

A complete revision of all the mail routes in the Union is believed to be indispensable; and, though a work of great labor, will be accomplished, it is hoped, before the next session of Congress.

I have the honor to be, very respectfully, your obedient servant,
JOHN McLEAN.

The Hon. HENRY CLAY,
Speaker of the House of Representatives.

A statement of the extent of each post route in the United States, the number of miles the mail is annually transported on each route, with the annual expense of transportation under existing contracts.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
1	New York city to East Hampton, New York,	Once,	120	12,480	\$1,115 00
2	New York to Sag Harbor, - - -	Once,	133	17,432	
3	Included in No. 4.				
4	Jamaica to Oyster Bay, - - -	Once,	28	2,912	156 00
5	Brooklyn to Flatsbush, - - -	Thrice,	4	1,248	15 00
5a	Richmond to Castleton, - - -	Once,	8	832	52 00
6	New York to Albany, New York, - - -	Thrice,	154	48,048	4,500 00
7	New York to New Paltz, and New Paltz to Albany, -	Thrice,	164	51,168	2,200 00
8	Albany to Sheffield, - - -	Thrice,	55	17,160	250 00
9	Hudson, New York, to Sheffield, Massachusetts, -	Once,	28	2,912	Paid on 160

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
10	Albany, New York, to Dalton, Mass. (included in 185.)	-	-	-	-
11	Troy to Williamstown, Massachusetts, -	Once,	28	2,912	\$240 00
12	Cambridge to New London, New York, -	Once,	41	4,264	176 00
13	Hackensack to Haverstraw, -	Once,	36	3,744	240 00
14	Goshen to Goshen, New York, (circuit,) -	Once,	40	4,160	112 00
15	Goshen to Bloomingburg, New York, -	Once,	12	1,248	75 00
16	Goshen to Carpenter's Point, New York, -	Once,	37	5,898	190 00
17	Ramapo to New Paltz, New York, -	Thrice,	50	15,600	800 00
18	New York to Sharon, Connecticut, -	Once,	112	11,648	450 00
19	Danbury, Connecticut, to Newburg, New York, -	Once,	40	4,160	250 00
20	Peekskill to West Point, New York, -	-	8	-	-
21	Peekskill to Somers, New York, -	Once,	14	1,456	75 00
22	Newburg, New York, to Owego, New York, -	Thrice,	143	44,616	3,000 00
23	Poughkeepsie to New Midford, Connecticut, -	Once,	40	4,160	200 00
24	Poughkeepsie to Bloomingburg, New York, -	Once,	35	3,640	200 00
25	Rhinebeck, New York, to Sharon, Connecticut, -	Once,	36	3,744	225 00
26	Included in No. 8, -	-	30	-	-
27	Rhinebeck to Kingston, New York, -	Once,	6	624	56 00
28	Kingston, New York, to Milford, Pennsylvania, -	Once,	70	7,280	390 00
29	Kingston to Bainbridge, New York, -	Once,	107	11,128	450 00
30	Included in No. 25, -	-	8	-	-
31	Middletown to Bainbridge, New York, -	Once,	82	8,528	400 00
32	Deposit, New York, to Great Bend, Pennsylvania, -	Once,	31	3,224	140 00
33	Bainbridge, New York, to Chenango Point, -	Once,	30	3,120	150 00
34	Owego to Bath, -	Once,	72	7,488	500 00
35	Bath to Avon, -	Once,	66	6,864 }	890 00
36	Canisteo to Olean, New York, -	Once,	52	5,408 }	
37	Hudson to Albany, New York, -	Once,	30	3,120	250 00
38	Hudson to New Lebanon, New York, -	-	28	2,912	200 00
39	Hudson to Athens, New York, -	Once,	1	-	-
40	Catskill to Bainbridge, -	Once,	98	10,192	800 00
41	Catskill to Cherry Valley, New York, -	Once,	68	7,072	600 00
41a	Stamford to Oxford, New York, -	Once,	58	6,032	300 00
42	Candor to Benton, New York, -	Once,	78	8,112	225 00
43	Owego to Ithaca, New York, -	Once,	36	3,744	150 00
44	Catskill to Walton, -	Twice,	81	16,848	580 00
45	Windham to Lexington, New York, -	Once,	6	624	50 00
46	Bath to Geneva, New York, -	Twice,	45	9,362	500 00
47	Bath, New York, to Lawrenceville, Pennsylvania, -	Once,	39	4,056	300 00
48	Elmira to Ithaca, New York, -	Once,	38	3,952	200 00
49	Catherinestown to Ovid, New York, -	Once,	26	2,704	200 00
50	Owego to Geneva, New York, -	Thrice,	74	23,088	Paid on 22
51	Ludlowville to Auburn, New York, -	Once,	33	3,432 }	
52	Ithaca to Auburn, New York, -	Twice,	35	7,280 }	686 00
53	Cayuga to Montezuma, -	-	31	-	-
54	Waterloo to Wolcott, -	Once,	17	1,768	58 28
55	Columbus to Ithaca, N. Y., (for 2d mail 40 miles,) -	Once,	72	11,648	444 00
56	Chenango Point to Oxford, New York, -	Twice,	32	6,656	320 00
57	Lisle to Hanover, -	Once,	49	5,096	85 00
57a	Courtland village to Skaneateles, -	Once,	30	3,120	75 00
58	Hamilton to Otselic, New York, -	Once,	13	1,352	100 00
59	Sherburne to Utica, New York, -	Once,	42	4,368	374 00
60	Clinton to Utica, New York, -	Twice,	10	2,080	125 00
61	Oxford to Utica, New York, -	Once,	100	11,440	316 00
62	Albany to Milfordville, New York, -	Once,	80	8,320	400 00
63	Albany to Manlius, New York, -	Thrice,	122	38,064	2,091 00
64	Union village to Great Barrington, -	Once,	30	3,120	-
65	Albany to Huntsville or Hamburg, -	Once,	89	9,256	340 00
66	Esperance to Stamford, -	Once,	41	4,264	170 00
67	Cherry Valley to Worcester, New York, -	Once,	22	2,288	65 00
68	Cherry Valley to Oxford, N. Y., (3d mail, 14 miles,) -	Twice,	63	16,016	812 00
69	Burlington to Oxford, New York, -	Once,	37	3,848	98 00
70	Sherburne to Aurora, New York, -	Once,	80	8,320	920 00
71	Lenox to Log City, New York, -	Twice,	19	3,952	156 00
72	Richfield to Skaneateles, -	Once,	80	8,320	275 00
73	Albany to Canandaigua, New York, -	Daily,	205	149,240	9,805 00
74	Moscow to Buffalo, New York, -	Once,	58	6,032	324 00
75	Canandaigua to Hamburg, N. Y. (twice a week 35 miles, once a week 50 miles,) -	Twice,	85	9,480	800 00
76	Canandaigua to Lewistown, -	Thrice,	106	33,072	1,200 00
77	Sullivan to Madison, -	Once,	23	2,392	-
78	Chittinango to Deruyter, New York, -	Once,	21	2,184	100 00
79	Canandaigua to Buffalo, New York, -	Thrice,	90	28,080	Paid on 73
80	Buffalo to Erie, -	Twice,	91	18,928	750 00
81	Buffalo to Youngstown, New York, -	Thrice,	36	11,232	600 00
82	Youngstown to Kempsville, New York, -	Once,	18	1,872	100 00
83	Westfield to Maysville, -	Twice,	7	1,456	89 00
84	Canandaigua to Bath, (circuit,) -	Once,	100	5,200	325 00
85	Batavia to Warsaw, -	Once,	21	2,184	155 00
86	Moscow to Charlotte, New York, -	Once,	42	4,368	247 00
87	Bloomville to Pittsford, New York, -	Once,	17	1,768	-
88	Geneva to Pittsford, New York, -	Once,	38	3,952	200 00
89	Geneva to Reading, New York, -	Once,	25	1,560	120 00
89a	Pennfield to Pittsford, New York, -	Once,	4	416	58 48

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
90	Geneva to Throopsville, New York, - -	Once,	29	3,016	\$150 00
91	Auburn to Sodus, - - -	Once,	44	4,576	170 00
92	Moscow to Oil creek, New York, - -	Once,	51	5,304	336 12
92a	Moscow to Angelica, New York, - -	Once,	40	4,160	200 00
93	Centreville to Ellicottsville, - - -	Once,	27	2,808	148 00
94	Batavia to Ridgeway, - - -	Once,	33	3,432	204 00
95	Batavia to Bergen, New York, - - -	Once,	16	1,664	96 00
96	Manlius to Auburn, New York, - - -	Thrice,	36	11,232	840 00
97	Onondaga to Central Square, New York, -	Once,	24	2,496	140 00
98	Manlius to Courtland court-house, New York,	Once,	33	3,432	104 00
99	Skaneateles to Courtland court-house, -	Once,	30	3,120	75 00
100	Onondaga to Oswego, - - -	Once,	41	4,264	275 00
101	Vernon to Pompey, West Hill, New York, -	Once,	45	4,680	165 00
102	Aurelius to Sempronius, New York, - -	Thrice,	23	4,784	160 00
103	Included in No. 63, - - -	-	26	-	-
104	Utica to Sackett's Harbor, - - -	Once,	85	8,840	475 00
105	Utica to Rome, New York, - - -	Thrice,	16	4,992	336 00
106	Rome to Cato, New York, - - -	Once,	101	10,504	400 00
107	Rome to Sackett's Harbor, New York, -	Once,	66	6,864	340 00
108	Included in No. 104, - - -	-	93	-	-
109	Not in operation, - - -	-	25	-	-
110	Oswego Falls to Rochester, New York, -	Once,	71	7,384	300 00
111	Utica to Sackett's Harbor, New York, -	Thrice,	94	29,328	1,593 00
112	Included in No. 113, - - -	-	30	-	-
113	Denmark to Fort Covington, - - -	Once,	139	14,456	2,600 00
114	Wilna to Potsdam, - - -	Once,	100	10,400	Paid on 113
115	Brownsville to Cape Vincent, New York, -	Twice,	21	4,368	400 00
116	Little Falls to Trenton, New York, - -	Once,	29	3,016	320 00
117	Caughnawaga to Johnstown, and once to Broadalbin } (Circuit.) } Once, 42 } Once, 42 }	Twice, 42 } Twice, 42 }	5,824	176 00	
118	Johnstown to Russia, New York, - - -	Once,	41	4,264	Paid on 116
118a	Tripshill and Caughnawaga, New York, to Johnstown,	Twice,	4	832	60 00
119	Schenectady to Ballston Spa, (circuit,) -	Once,	17	1,768	89 00
120	Ballston Spa and Galway to Ballston Spa, (circuit,)	Once,	80	4,160	83 00
121	Saratoga to Sandy Hill, - - -	Once,	19	1,976	104 00
122	Schenectady to Utica, New York, - - -	Once,	80	8,320	250 00
123	Albany to Waterford, New York, - - -	Six,	10	6,240	450 00
124	Troy to Schenectady, - - -	Once,	14	1,456	156 00
125	Albany to Whitehall, - - -	Thrice,	72	22,464	2,700 00
126	Waterford to Saratoga Springs, three times a week for } three months, once a week for nine months, }	Thrice, 26 } Once, 5 }	4,056	450 00	
127	Ballston to Ballston Spa, New York, (circuit,)	Once,	33	1,716	505 00
128	Caldwell to Essex court-house, New York, -	Once,	76	7,904	300 00
129	Sandy Hill to Champlaintown, - - -	Thrice,	132	41,184	Paid on 125
130	Troy to Whitehall, New York, - - -	Once,	66	6,864	249 00
131	Whitehall to Paulet, New York, - - -	Once,	21	2,184	104 00
132	Salem to Sandy Hill, New York, - - -	Once,	22	2,288	166 00
133	Charlotte, Vermont, to Champlaintown, New York, -	Once,	60	6,240	300 00
134	Plattsburg to Waddington, New York, - -	-	126	-	Paid on 113
135	Included in another route, - - -	-	18	-	-
136	Westport to Hopkinton, - - -	Once,	90	9,360	320 00
137	Keene to Jay, New York, - - -	Once,	8	832	49 00
138	New York city to New Haven, Connecticut, -	Daily,	76	55,480	4,500 00
139	New Haven to Providence, Rhode Island, -	Thrice,	116	36,192	2,400 00
140	Stamford, Connecticut, to Danbury, Connecticut, -	Once,	30	3,120	140 00
141	Norwalk to Hartford, Connecticut, - - -	Once,	88	9,152	380 00
142	Bridgeport to Danbury, Connecticut, - -	Once,	26	2,704	100 00
143	Bridgeport, Ct. to Pittsford, Mass. and Bennington, Vt.	Once,	148	15,392	550 00
144	New Haven to Canaan, - - -	Once,	62	6,448	198 00
145	New Haven to Danbury, - - -	Once,	47	4,888	200 00
146	Woodbury to Warren, - - -	Once,	32	2,288	120 00
147	Not carried, - - -	-	9	-	-
148	New Haven to Norfolk, Connecticut, - -	Thrice,	55	17,160	650 00
149	Litchfield, Connecticut, to Poughkeepsie, New York, -	Once,	60	6,240	273 00
150	New Haven to Hartford, Conn. (Nos. 151 and 175,) -	Thrice,	39	12,160	8,700 00
151	New Haven, Connecticut, to Boston, Massachusetts, -	Thrice,	157	48,984	Paid on 150
152	Included in No. 149, - - -	-	-	-	-
153	Saybrook to Middletown, Connecticut, - -	Once,	31	3,224	200 00
154	Hartford to Danbury, Connecticut, - - -	Once,	55	5,720	233 00
155	Hartford to Sharon, Connecticut, - - -	Once,	50	5,200	225 00
156	Hartford, Connecticut, to Boston, Massachusetts, -	Once,	97	10,088	1,000 00
157	Middletown, Connecticut, to Windham, by Ebron and	-	-	-	-
158	East Haddam, to Middletown, - - -	Once,	74	3,848	204 00
159	Middletown to Killingworth, Connecticut, -	Once,	23	2,392	96 00
160	Included in No. 157, - - -	-	19	-	-
161	Hartford and Albany, - - -	Thrice,	98	30,576	1,000 00
162	Hartford to New London, Connecticut, - -	Twice,	48	9,984	400 00
163	Hartford to Chelsea Landing, - - -	Once,	40	4,160	380 00
163	Colchester and Norwich to Pomfret, and Brooklyn to } Plainfield, - - - }	Once, 44 } Twice, 7 }	6,032	230 00	
164	Colchester to Tolland, Connecticut, - -	Once,	28	2,912	96 00
165	Hartford to Plainfield, Connecticut, - -	Once,	45	4,680	Paid on 162
166	Hartford, Conn. to Sunderland, Mass. & Hanover, N. H.	Twice,	151	31,408	1,300 00
167	East Windsor, Connecticut, to Belchertown, Mass. -	Once,	38	3,952	176 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
168	Lebanon to Pomfret, Connecticut, -	Once,	27	2,808	\$100 00
169	Providence to Newport, Rhode Island, -	6 times,	30	18,720	1,000 00
169a	South Kingston to Providence, Rhode Island, -	Once,	35	3,640	160 00
170	Smithfield to Little Rest, Rhode Island, -	Once,	46	4,784	370 00
171	New London, Connecticut, to Newport, Rhode Island, -	Twice,	57	11,856	450 00
172	Providence, Rhode Island, to Hartford, Connecticut, -	Thrice,	69	21,528	1,300 00
173	Providence, Rhode Island, to Pomfret, Connecticut, -	Once,	32	3,328	115 00
174	Little Rest, Rhode Island, to Norwich, -	Once,	40	4,160	Paid on 170
175	New Haven, Connecticut, to Boston, Massachusetts, -	6 times,	137	85,488	Paid on 150
176	Boston, Massachusetts, to Portsmouth, N. H., and Boston turnpike, by Newburyport, to Portsmouth, }	7 times, 62 7 times, 62	180,544	2,400 00	
176a	Boston to Waltham, -	6 times,	10	6,240	75 00
177	Included in No. 185.				
178	Monson to Palmer, Massachusetts, -	Once,	6	624	60 00
179	New Hartford, Conn. to New Lebanon, New York, -	Once,	51	5,304	300 00
180	Falley's X Roads to Northampton, Massachusetts, -	Once,	16	1,664	60 00
181	Winstead, Connecticut, to Stockbridge, Massachusetts, -	Once,	35	3,640	120 00
182	Northampton to Williamston, Massachusetts, -	Once,	47	4,888	154 00
183	Northampton to West Springfield, Massachusetts, -	Once,	21	2,184	100 00
184	Springfield, Massachusetts, to Albany, New York, -	Thrice,	82	25,584	800 00
185	Athol, Massachusetts, to Albany, (circuit,) -	Once,	189	9,828	700 00
186	Springfield to Middle Granville, Massachusetts, -	Once,	24	2,496	118 00
187	Hartford, Connecticut, to Hanover, New Hampshire, -	Thrice,	152	47,736	2,500 00
188	Hartford, Connecticut, to Hinsdale, Massachusetts, -	Once,	66	6,864	315 00
189	Williamston, Massachusetts, to Hoosick, New York, -	Once,	16	1,664	68 00
190	Hartfield to Charlemont, Massachusetts, -	Once,	35	3,640	100 00
191	Northfield, Massachusetts, to Brattleborough, Vermont, -	Once,	12	1,248	78 00
192	Springfield, Massachusetts, to Stafford Springs, Conn't, -	Once,	96	2,704	100 00
193	South Hadley, Massachusetts, to Sunderland, Mass'tts, -	Once,	18	1,872	90 00
194	Brookfield, Massachusetts, to Albany, -	Thrice,	106	33,072	1,125 00
194a	Hudson to New Lebanon, New York, -	Once,	28	2,912	175 00
195	Providence, Rhode Island, to Athol, Massachusetts, -	Once,	77	8,008	580 00
196	Farmington, Massachusetts, to Pomfret, Connecticut, -	Once,	56	5,824	230 00
196a	Templeton, Massachusetts, to Keene, New Hampshire, -	Once,	41	4,264	120 00
197	Worcester, Massachusetts, to Keene, New Hampshire, -	Once,	56	5,824	280 00
198	Included in No. 195.				
199	Worcester to Templeton, Massachusetts, -	Once,	30	3,120	150 00
200	Worcester to Northampton, -	Once,	64	6,556	320 00
201	Boston, Massachusetts, to Newport, Rhode Island, -	Thrice,	70	21,840	1,000 00
201a	Farmington to New Bedford, Massachusetts, -	Thrice,	29	9,048	486 00
202	Boston, Massachusetts, to Providence, Rhode Island, -	Daily,	41	29,920	1,000 00
203	Boston, Massachusetts, to New Bedford, Massachusetts, -	Thrice,	60	18,720	852 00
204	Boston to South Bridgewater, Massachusetts, -	Thrice,	28	8,736	400 00
205	Hanover to East Bridgewater, Massachusetts, -	Once,	10	1,040	80 00
206	Taunton, Massachusetts, to Newport, Rhode Island, -	Thrice,	38	11,856	420 00
207	Foxborough to Norton, Massachusetts, -	Once,	10	1,040	44 50
207a	Plymouth to Rochester, Massachusetts, -	Once,	31	3,224	80 00
208	Boston to Falmouth, Massachusetts, -	Thrice,	77	24,024	950 00
209	Plymouth to East Bridgewater, -	Thrice,	30	6,240	250 00
210	Falmouth to Nantucket, Massachusetts, -	Thrice,	42	13,104	1,000 00
211	Falmouth to Edgartown, Massachusetts, -	Twice,	19	3,952	270 00
212	Sandwich to Provincetown, Massachusetts, -	Thrice,	63	19,656	400 00
213	Sandwich to Orleans, Massachusetts, -	Once,	54	5,616	502 00
214	Sandwich, Massachusetts, to Newport, Rhode Island, -	Once,	66	6,864	700 00
215	Carver to North Plympton, Massachusetts, -	Once,	20	2,080	62 52
216	Boston to Marshfield, -	Twice,	35	7,280	300 00
217	Boston to Brattleborough, Vermont, return from Stow's, by Waltham, to Boston, (circuit,) -	Twice,	187	19,448	900 00
218	Boston to Walpole, New Hampshire, -	Thrice,	94	29,328	724 00
219	Concord to Winchendon, -	-	45	4,680	250 00
220	Groton, Massachusetts, to Amherst, New Hampshire, -	Once,	19	1,976	95 00
221	Boston to Windsor, Vermont, -	Twice,	111	23,088	900 00
222	Boston to Concord, New Hampshire, -	Thrice,	62	19,344	400 00
223	Billerica, Massachusetts, to Londonderry, N. H. -	Once,	31	3,224	130 00
224	Included in No. 222.	-	12	-	-
225	Salem to Gloucester, Massachusetts, -	6 times,	16	9,944	400 00
226	Salem to Marblehead, Massachusetts, -	6 times,	4	2,808	100 00
227	Salem, Massachusetts, to Windham, New Hampshire, -	Once,	35	3,640	150 00
228	Gloucester, to Ipswich, Massachusetts, -	Twice,	13	2,704	140 00
229	Newburyport to Haverhill, Massachusetts, -	Twice,	15	3,120	100 00
230	Providence, Rhode Island, to Taunton, (circuit,) -	6 times,	45	14,040	535 00
231	Taunton, Massachusetts, to East Bridgewater, -	Thrice,	15	4,680	205 76
232	Salisbury to Amesbury, Massachusetts, -	Twice,	2	416	25 00
233	Albany, New York, to Middlebury, Vermont, -	Thrice,	106	33,072	1,300 00
234	Salem, New York, to Rutland, Vermont, -	Once,	41	4,264	225 00
235	Albany to Bennington, Vermont, -	Twice,	37	7,696	200 00
235a	Bennington to Middlebury, -	Thrice,	93	29,016	1,200 00
236	Manchester to Jamaica, Vermont, -	Once,	21	2,184	100 00
237	Manchester to Chester, Vermont, -	Once,	31	3,224	145 00
238	Middlebury to Highgate, Vermont, -	Twice,	75	15,600	1,000 00
239	Vergennes, Vermont, to West Port, New York, -	Once,	10	1,040	85 00
240	Bennington to Brattleborough, Vermont, -	Twice,	41	8,528	500 00
241	Rutland to Windsor, Vermont, -	Once,	34	3,536	150 00
242	Wilmington to Coleraine, Vermont, -	Once,	19	1,976	80 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
243	Rutland, Vermont, to Walpole, New Hampshire, -	Thrice,	52	16,224	\$650 00
244	Burlington, Vermont, to Coventry, -	Once,	88	9,152	250 00
244a	Rutland to Fairhaven, Vermont, -	Twice,	15	2,620	150 00
245	Rutland to Vergennes, (three times a week,) -	-	69	12,852	400 00
246	Rutland to Randolph, Vermont, -	Once,	26	2,704	190 00
247	Middlebury, Vermont, to Huntsburg, by Berkshire, to Jericho and Bristol and Middlebury, -	Once,	157	8,164	369 00
248	Middlebury, Vermont, to Hanover, New Hampshire, -	Once,	70	7,980	350 00
249	Windsor to Cavendish, Vermont, -	Once,	17	1,768	225 00
250	Bellows Falls to Peru, Vermont, -	Once,	29	3,016	192 00
251	Hanover to Newbury, Vermont, -	Once,	33	3,432	150 00
252	Montpelier to Hancock, New York, -	Once,	38	3,952	148 00
253	Montpelier to Norwich, Vermont, -	Once,	41	4,264	250 00
254	Montpelier to Peacham, Vermont, -	Once,	37	3,848	178 00
255	Brattleborough to West Townsend, -	Once,	25	2,600	150 00
256	Newburg, Vermont, to Whitehall and Derby, -	Once,	76	7,904 }	785 00
257	Haverhill, New Hampshire, to Derby, Vermont, -	Twice,	76	15,808 }	
258	Royalton, Vermont, to Lunenburg, Vermont, -	Once,	86	8,944	320 00
259	Windsor and Burlington, (circuit,) -	Twice,	165	17,160	1,000 00
260	Waterbury to Hyde Park, Vermont, -	Once,	22	2,288	70 00
261	Milton to Alburg, Vermont, -	Once,	35	3,640	318 00
262	Lancaster, New Hampshire, to Craftsburg, -	Once,	61	6,344	290 00
263	Hardwich to Berkshire, (circuit,) -	Once,	90	4,680	204 00
264	Portsmouth, New Hampshire, to Charlestown, N. H. -	Once,	107	11,128	360 52
265	Hopkinton to Cornish, New Hampshire, -	Once,	49	5,096	175 00
266	Warner to Springfield, New Hampshire, -	Once,	25	2,600	95 00
267	Dunstable to Bedford, New Hampshire, -	Once,	18	1,872	150 00
268	Haverhill to Dover, New Hampshire, -	Once,	35	3,640	120 00
269	Included in No. 222.	-	-	-	-
270	Keene to Drewsville and Charleston, (circuit,) -	Once,	49	2,548	125 00
271	Amherst to Hookset, N. H. and Concord, (circuit,) -	Once,	54	2,808	150 00
272	Concord, New Hampshire, to Fryeburg, Maine, -	Once,	83	8,632	330 00
273	Fitzwilliam, New Hampshire, to Townsend, Mass. -	Once,	24	2,496	150 00
274	Amherst to Hancock, New Hampshire, -	Once,	22	2,288	60 00
275	Exeter to Concord, New Hampshire, -	Once,	44	4,576	150 00
276	Portsmouth, New Hampshire, to Brattleboro', Vermont, -	Once,	114	11,856	460 00
277	Boston to Concord, New Hampshire, -	Twice,	77	16,016	500 00
277a	Boston to Andover, Massachusetts, -	Once,	22	2,496	80 00
278	Concord to Plymouth, New Hampshire, -	Once,	40	4,160	100 00
279	Sanborntown to Farmington, New Hampshire, -	Once,	30	3,120	125 00
280	Walpole to Ackworth, New Hampshire, -	Once,	12	1,248	75 00
281	Plymouth, New Hampshire, to Waterford, Vermont, -	Once,	43	4,472	175 00
282	Concord to Haverhill, New Hampshire, -	Twice,	81	16,848	600 00
283	Portsmouth to Concord, New Hampshire, -	Once,	52	5,408	175 00
284	Portsmouth, New Hampshire, to Plymouth, (circuit,) -	Once,	215	11,380	328 00
285	Hanover to Plymouth, New Hampshire, -	Once,	40	4,160	120 00
286	Concord to Keene, New Hampshire, -	Once,	56	5,824	195 00
287	Not in operation, -	-	10	-	-
288	Dunstable to Pelham, New Hampshire, -	Once,	10	1,040	50 00
289	Not in operation, -	-	32	-	-
290	Ossipee, New Hampshire, to Parsonfield, Maine, -	Once,	21	2,184	50 00
291	Portsmouth, to Plymouth, New Hampshire, -	Once,	79	7,488	230 00
292	Haverhill, New Hampshire, to Canaan, Vermont, -	Once,	95	9,880	450 00
293	Portsmouth, } by York to Portland, -	4 times,	54 }	43,056	2,300 00
	Portsmouth, } by Dover to Portland, -	Thrice,	66 }		
294	Portland, Maine, to Wiscasset, Maine, -	Thrice,	48	14,976	1,600 00
295	Wiscasset to Bucksport, Maine, -	Twice,	82	25,584	1,800 00
296	Bucksport to Goldsborough, Maine, -	Once,	49	5,096	580 00
297	Goldsborough to Calais, Maine, -	Once,	108	11,232	1,200 00
298	Portland to Parsonfield, and Brunswick, (circuit,) -	Once,	265	13,780 }	610 00
299	Included in 298, -	-	-	-	
300	Portland, Maine, to Lancaster, New Hampshire, -	Once,	106	1,124	499 00
301	Gray, Maine, to Livermore, and to Gray, (circuit,) -	Once,	157	8,164	325 00
302	Portland to Augusta, twice a week, 52 miles; and from Augusta to Solon, once a week, 60 miles, -	Twice,	52 }	17,056	850 00
	Portland to Norway, and Portland, (circuit,) -	Once,	60 }		
303	Brunswick, Maine, to Augusta, Maine, -	Once,	215	11,180	550 00
304	North Yarmouth to Gardiner, -	Thrice,	33	10,296	640 00
305	Bath to Phillipsburg, Maine, -	Once,	41	4,264	125 00
306	Gardiner to Booth Bay, Maine, -	Once,	7	728	50 00
307	Belfast to Dixmont, -	Once,	30	3,120	150 00
308	Augusta to Palmer, Maine, -	Once,	21	2,184	70 00
309	Augusta to Norridgewock, -	Once,	28	2,912	68 00
310	Augusta to Farmington, -	Once,	41	4,264	75 00
311	Augusta to Hamden, Maine, -	Twice,	37	7,696	390 00
312	Wiscasset, Maine, to Eddington, Maine, -	Once,	65	6,760	298 00
313	Readfield to Norridgewock, Maine, -	Once,	98	10,192	450 00
314	Canaan to Bangor, Maine, -	Once,	63	6,552	200 00
315	Jay to Rumford, Maine, -	Once,	66	6,864	366 00
316	Millburn to Hamden, Maine, -	Once,	29	3,016	87 00
317	Freeport to Litchfield, Maine, -	Once,	46	4,784	Paid on 315
318	Anson to Farmington, Maine, -	Once,	32	3,328	
319	Gardiner to Belfast, Maine, -	Once,	52	5,408	180 00
320	Ellsworth to Mount Desert, Maine, -	Once,	66	6,864	275 00
321	-	Once,	17	1,768	80 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
322	Bucksport to Castine, Maine, - - -	Twice,	17	3,536	\$220 00
323	Blue Hill to Deer Isle, Maine, - - -	Once,	18	1,872	78 00
324	Macbias, Maine, to Eastport, Maine, - - -	Once,	33	3,432	400 00
325	Bucksport to Bangor, return by Hamden and Frankfort to Bucksport, - - -	Once,	36	1,872	100 00
1	Lisbon Four Corners to Brunswick, Maine, (circuit,) - - -	Fortnight,	108	5,616	140 00
2	Greene to Winthrop, Maine, - - -	Once,	21	2,184	96 00
3	Bangor to Williamsburg and Bangor, - - -	Once,	118	6,136	300 00
4	Warsaw to Palmyra, Maine, - - -	Once,	30	3,120	60 00
5	Bethel, Maine, to Jeffersonston, New Hampshire, - - -	Fortnight,	39	2,028	115 00
1	Millburn to Solon, Maine, - - -	Once,	17	1,768	75 00
2	Parkman to Sangerville, - - -	Once,	8	832	36 00
3	Belfast to Frankfort, Maine, - - -	Once,	22	2,288	96 00
6	Concord to Plymouth, New Hampshire, - - -	-	38	-	-
7	Concord to Haverhill, New Hampshire, - - -	Twice,	75	15,600	200 00
8	Rochester to Middletown, New Hampshire, - - -	-	12	-	-
57	Walpole, N. Hampshire, to Milford, New Hampshire, - - -	-	37	-	-
58	Aylesburg to Kingston, New Hampshire, - - -	-	10	-	-
4	Hancock to Marlow, New Hampshire, - - -	Once,	18	1,872	49 00
5	Crawford to Littleton, New Hampshire, - - -	Once,	17	1,768	95 00
9	Greenfield to New Salem, to Greenfield, (circuit,) - - -	Once,	68	3,536	120 00
10	Richmond to West Stockbridge, Massachusetts, - - -	Fortnight,	8	416	13 00
10a	Pittsfield to Stockbridge, - - -	Twice,	13	2,704	100 00
11	Northampton, Massachusetts, to Hartford, Connecticut, - - -	Once,	21	2,184	180 00
12	Worcester to Groton, Massachusetts, - - -	-	30	-	-
12a	Ashburnham to Worcester, Massachusetts, - - -	Once,	30	8,120	75 00
13	Boston to Taunton, Massachusetts, - - -	Thrice,	35	10,920	250 00
13a	Boston to Cambridge, Massachusetts, - - -	6 times,	4	2,496	125 00
14	South Hadley to Belchertown, Massachusetts, - - -	Once,	11	1,144	50 00
52	Worcester, Massachusetts, to Providence, R. Island, - - -	Twice,	40	4,160	300 00
53	Belchertown to Greenwich, Massachusetts, - - -	Once,	8	832	100 00
53a	Amherst to Greenwich, Massachusetts, - - -	Once,	14	1,456	100 00
54	Millbury, Massachusetts, to Providence, Rhode Island, - - -	-	36	-	-
55	Mendon to Boston, Massachusetts, - - -	Once,	38	3,952	200 00
56	Holmes Hole to Chilmark, Massachusetts, - - -	Once,	10	1,040	30 00
56a	Orleans to Princetown, Massachusetts, - - -	Once,	31	3,224	130 00
7	Springfield, Massachusetts, to Providence, R. Island, - - -	Once,	70	7,280	700 00
7a	Foxborough to Franklin, Massachusetts, - - -	Thrice,	6	1,872	90 00
59	White Hall, Massachusetts, to Mount Holly, Vermont, - - -	Once,	34	3,536	250 00
60	Barre to Newbury, Vermont, - - -	Once,	30	3,120	100 00
61	Lynden to Barton, Vermont, - - -	Fortnight,	19	988	75 00
6	Included in No. 59.	-	-	-	-
6a	Manchester to Powlett, Vermont, - - -	Once,	18	1,872	78 00
15	Mansfield to Wilmington, Connecticut, - - -	Once,	10	1,040	13 00
16	Stafford, Connecticut, to Woodstock, - - -	Fortnight,	16	832	46 00
16a	Colchester to Tolland, Connecticut, - - -	Once,	22	2,288	75 00
17	Brooklyn to Thompson's, Connecticut, - - -	Once,	16	1,664	78 00
18	Bridgeport, Connecticut, to New Milford, Connecticut, - - -	Once,	34	3,536	160 00
51	New London, Connecticut, to Providence, R. Island, - - -	Once,	51	5,304	306 00
8	North Canaan, Connecticut, to Spencer Corner, N. Y. - - -	Once,	12	1,248	90 00
19	Utica to Rome, Massachusetts, - - -	Once,	15	1,560	65 00
20	Cayuga to Montezuma, New York, - - -	Twice,	7	1,456	25 00
21	Turin, Massachusetts, to Adams, Massachusetts, - - -	Fortnight,	40	2,080	120 00
22	Newburg, Massachusetts, to Poughkeepsie, New York, - - -	Thrice,	19	5,928	129 00
23	Red Hook, upper landing, New York, to the main road, (to have the proceeds of Red Hook landing,) - - -	Twice,	6	1,248	100 00
24	Watertown, N. C. to Hutwerp, New York, - - -	Once,	19	1,976	130 00
25	Mooreville to Delhi, New York, - - -	-	16	-	-
26	Bergen to Rochester, New York, - - -	Once,	20	2,080	90 00
27	Ellicottsville to Maysville, New York, - - -	Fortnight,	48	2,496	120 00
28	Caledonia to Riga, New York, - - -	-	15	-	-
29	Benson, Vermont, to Putnam, New York, - - -	Once,	7	728	46 00
30	Southold to Oyster Pond, New York, - - -	Once,	16	1,664	30 00
31	Utica, Massachusetts, to Bainbridge, New York, - - -	Once,	62	6,448	252 00
32	Manlius, New York, - - -	-	30	-	-
33	Utica to Rochester, along the canal, (once a week for five months, three times a week seven months,) - - -	-	148	15,392	480 00
34	Bennington to Saratoga Springs, New York, - - -	Once,	43	4,472	115 00
35	Ritchfield, New York, to Utica, New York, - - -	Once,	24	2,496	52 00
36	Columbia to Herkimer, New York, - - -	Once,	10	1,040	40 00
36a	Auburn to Cato, Massachusetts, - - -	Once,	12	1,248	52 00
37	Little Falls, Massachusetts, to Trenton, Massachusetts, - - -	-	26	-	-
38	Middleville to Fairfield, New York, - - -	-	3	-	-
39	Canandaigua to Putneyville, New York, - - -	Once,	29	3,016	170 00
37	Deposit to Stockport, New York, - - -	Fortnight,	17	884	60 00
37a	Esperance to Middlebury, New York, - - -	Once,	12	1,248	80 00
38	Poughkeepsie to Price Plains, New York, - - -	Once,	33	3,432	150 00
39	Plattsburg, Massachusetts, to Champlaintown, N. York, - - -	Fortnight,	30	1,560	112 80
40	Jay, New York, to Keesville, New York, - - -	Fortnight,	24	1,248	70 00
41	Cherry Valley to Canajoharie, New York, - - -	Fortnight,	14	1,456	44 00
41a	Schenectady to Ballston Spa, New York, - - -	Once,	25	2,600	78 00
42	Luzerne to Chester, New York, - - -	Once,	29	3,016	165 00
43	Champion to Alexandria, New York, - - -	Once,	31	3,224	150 00
44	Cincinnati to Harrison, New York, - - -	Fortnight,	23	1,196	38 00

STATEMENT—Continued.

No.	Routes.	How often carried.	Extent of miles.	Annual transportation.	Annual expense.
45	South Danville to Goff's Mills, New York,	Once,	9	936	\$45 00
46	Bath, to head of Seneca, to Bath, (circuit,)	Once,	54	5,616	200 00
47	Perry to Fredonia, New York,	Fortnight,	85	4,420	148 00
48	Howard to Cohocton,	Once,	18	1,872	60 00
48a	Pennyan to Canandaigua, New York,	Once,	22	2,288	98 00
49	Batavia to Cambria, New York,	Thrice,	38	11,856	300 00
50	Bainbridge to Ithaca, New York,	Once,	56	5,824	300 00
50a	Burdette to Ithaca, New York,	Once,	20	2,080	75 00
9	Almond to Independence, New York,	Once,	19	1,976	110 00
10	Wayne to Trumansburg, New York,	Once,	28	2,912	180 00
11	Buffalo to Olean, New York,	Once,	80	8,320	428 56
12	Ellicottsville to Hartland, New York,	Once,	13	1,352	72 00
13	Gineganslet to Germantown,	Once,	11	1,144	50 00
14	Morgansville to Lockport, New York,	Once,	18	1,872	185 00
15	Pottdam to Ogdensburg, New York,	Once,	29	3,016	156 00
16	Albany to Rensselaerville, New York,	Once,	24		
16a	New York city to Albany, (steamboat,)	Six times,	166	103,584	5,000 00
1	Washington, Dist. Columbia, to Baltimore, Maryland,	Daily,	39	28,470	400 00
1a	Georgetown to Washington, District of Columbia,	Daily,	2	1,460	180 00
2	Baltimore to Philadelphia,	Daily,	96	70,080	7,300 00
2a	Elkton to Churchtown, Maryland,	Once,	8	832	52 00
3	Washington to Fredericktown, Maryland,	Thrice,	43	13,416	1,450 00
4	Fredericktown to Hagerstown, Maryland,	Six times,	26	16,224	600 00
5	Hagerstown to Uniontown, Maryland,	Thrice,	128	39,336	5,334 00
6	Hagerstown to Chambersburg, Pennsylvania,	Thrice,	22	6,864	400 00
7	Hagerstown to McConnellsburg, Pennsylvania,	Thrice,	24	7,488	700 00
8	Fredericktown to Westminster,	Once,	30	3,120	320 00
9	Fredericktown to York,	Once,	62	6,448	500 00
11	Fredericktown to Winchester,	Thrice,	53	16,536	1,100 00
12	Fredericktown to Leesburg, Virginia,	Once,	25	2,600	100 00
13	Washington, Dist. Columbia, to New Market, Md.	Once,	61	6,243	240 00
14	Rockville to Leesburg, Virginia,	Once,	36	3,744	204 20
15	Washington to Leonardtown, Maryland,	Twice,	65	13,880	1,066 64
16	Leonardtown to Ridge,	Once,	32	3,348	160 00
17	Port Tobacco to Nanjemoy,	Once,	22	2,288	75 00
18	Bladensburg to Queen Anne,	Once,	18	1,872	200 00
19	Georgetown to Annapolis, Maryland,	Thrice,	42	13,104	1,308 00
20	Upper Marlborough to Chaptico,	Once,	46	4,784	300 00
21	Charlotte Hall to Fenwick's,	Once,	18	1,872	70 00
22	Port Tobacco to Benedict,	Once,	20	2,080	75 00
23	Baltimore to Fredericktown,	Thrice,	45	14,040	1,600 00
24	Baltimore to Chambersburg,	Thrice,	76	23,712	2,000 00
25	Westminster to Hagerstown,	Once,	42	4,368	320 00
26	Reistertown to Carlisle, (three times for eight months, and once for four months,)	Thrice, } Once,	57	10,260	1,000 00
27	Baltimore to York,	Thrice,	48	14,950	1,600 00
28	Harford to Belle Air,	Twice,	7	1,456	120 00
29	Westminster to Chambersburg,	Once,	52	5,408	480 00
30	Baltimore to Uniontown,	Once,	40	4,160	300 00
31	Baltimore to Chestertown,	Twice,	44	9,154	600 00
32	Belle Air to York,	Once,	51	5,204	400 00
33	Chesapeake to Conewingo, Maryland,	Once,	13	1,352	104 00
34	Harford to Michaelville,	Once,	8	832	50 00
35	Baltimore to Broad Creek,	Once,	60	6,240	650 00
36	Included in No. 35.				
37	Baltimore to Annapolis, Maryland,	Thrice,	30	2,360	800 00
38	Annapolis to St. Leonard's,	Once,	73	7,592	400 00
39	Annapolis to Easton,	Twice,	42	8,736	2,000 00
40	Easton to Snowhill,	Twice,	96	19,968	
41	Easton to Frederica, Delaware,	Once,	48	4,992	2,700 00
42	Queenstown to Milford, Delaware,	Once,	51	5,304	
43	Georgetown Cross Roads to Greensborough,	Once,	31	3,224	224 00
44	Wilmington to Georgetown, Delaware,	Thrice,	84	26,208	400 00
45	Wilmington to Easton,	Thrice,	68	21,216	1,250 00
46	Newark to Strasburg, Pennsylvania,	Once,	35	3,640	250 00
47	Georgetown to Lewistown, Delaware,	Once,	21	2,184	Pd. on No. 41
48	Georgetown to Salisbury,	Once,	32	3,328	
49	Georgetown to Cambridge,	Once,	50	5,200	ditto.
50	Georgetown to Eastville,	Once,	131	13,624	ditto.
51	Newcastle to Newark,	Twice,	10	2,080	182 00
52	Philadelphia to Lancaster, Pennsylvania,	Daily,	62	45,260	9,500 00
53	Lancaster to Chambersburg, Pennsylvania,	Daily,	84	61,320	
54	Lancaster to Gettysburg,	Thrice,	50	15,600	
54a	Blairsville to Mount Pleasant,	Once,	30	3,120	200 00
55	Chambersburg to Pittsburg,	Daily,	152	110,960	9,800 00
56	Pittsburg to Washington,	Thrice,	25	7,800	1,000 00
57	Cannonsburg to Beavertown, Pennsylvania,	Once,	37		
58	Bedford to Somerset,	Twice,	41	8,528	345 00
59	Somerset to Stewartville,	Once,	47	4,888	121 00
60	Uniontown to Washington, Pennsylvania,	Thrice,	36	11,232	2,516 00
61	Washington, Pennsylvania, to Wheeling, Virginia,	Thrice,	32	9,984	
60a	Legonier to Hendricksville, Pennsylvania,	Once,	10	1,040	65 00
62	Washington, Pennsylvania, to Steubenville, Ohio,	Twice,	31	6,418	570 00
63	Pittsburg to Steubenville, Ohio,	Twice,	38	7,904	375 00
64	Included in No. 267.				

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
65	Pittsburg to Erie, - - -	Once,	124	12,896	\$2,909 00
66	Pittsburg to Butler and Brown's to Franklin, -	Once,	76	7,904	372 00
67	Meadville, Pennsylvania, to Portland, New York, -	Once,	117	12,168	450 00
68	Warren, Pennsylvania, to Olean, New York, -	Fortnight,	65	3,380	174 00
69	Meadville, Pennsylvania, to Kinsman, Ohio, -	Fortnight,	28	1,456	140 00
70	Meadville, Pennsylvania, to Conneaut, Ohio, -	Fortnight,	28	1,456	80 00
71	Beavertown to Butler, - - -	Once,	28	2,912	110 00
71a	Franklin to Mercer, - - -	Once,	25	2,600	150 00
72	Franklin to Waterford, Pennsylvania, - - -	Fortnight,	47	2,444	124 00
73	Newcastle to New Bedford, - - -	Once,	12	1,248	45 00
74	Griersburg to Harlinsburg, - - -	Once,	26	2,704	110 00
75	Pittsburg to Uniontown, Pennsylvania, - - -	Once,	59	6,136	250 00
76	Greensburg to Beaver, Pennsylvania, - - -	Once,	103	10,712	520 00
77	Greensburg to Roxbury, - - -	Once,	88	9,152	470 00
78	Greensburg to Indiana, - - -	Once,	32	3,328	138 00
79	Somerset, Pennsylvania, to Kingwood, Virginia, -	Once,	95	9,880	390 00
80	Connellsville, Pennsylvania, to Grave Creek, Virginia, -	Once,	84	8,736	400 00
81	Connellsville to Greensburg, Pennsylvania, - -	Once,	22	2,288	100 00
82	Waynesburg to Washington, Pennsylvania, - -	Once,	23	2,392	120 00
83	Somerset to Smithfield, - - -	Once,	27	2,808	149 00
84	Tomlinson's, Maryland, to Ebensburg, Pennsylvania, -	Once,	83	8,632	390 00
85	Bedford to Butler, - - -	Once,	136	14,144	600 00
86	Chambersburg to Huntingdon, - - -	Once,	60	6,240	309 00
87	Included in No. 156.				
88	Fredericktown, Maryland, to Liverpool, Pennsylvania, -	Once,	97	10,088	489 12
89	Gettysburg to Greencastle, Pennsylvania, - - -	Once,	30	3,120	172 02
90	West Chester to McCall's Ferry, (circuit,) - -	Once,	86	4,472	250 00
91	Berlin to Dillstown, - - -	Once,	14	1,456	98 00
92	York to Harrisburg, - - -	Thrice,	25	7,800	700 00
93	Carlisle to Newville, - - -	Twice,	11	2,288	100 00
94	Newville to Strasburg, - - -	Once,	20	2,080	95 00
95	York to Carlisle, - - -	Once,	35	3,640	220 00
96	Mount Joy to Marietta, - - -	Thrice,	8	2,496	150 00
97	Elkton to Lancaster, Pennsylvania, - - -	Once,	50	5,200	260 00
98	Brick Meeting-house to Harrisburg, - - -	Once,	117	12,168	575 00
99	Downington to Reading, - - -	Once,	30	3,120	150 00
100	Philadelphia to Norristown, - - -	Thrice,	17	5,304	200 00
101	Philadelphia to West Chester, - - -	Once,	25	2,600	180 00
102	Wilmington to Jonestown, - - -	Once,	81	8,424	445 00
103	Chester to West Chester, - - -	Once,	19	1,976 }	292 00
104	Chester to Norristown, - - -	Once,	21	2,184 }	
105	Philadelphia to Yellow Springs, - - -	Once,	32	3,328	250 00
106	Wilmington to Doylestown, - - -	Once,	87	9,048	380 00
107	Philadelphia to Easton, - - -	Thrice,	56	17,472	1,000 00
108	Doylestown and Hartsville to Doylestown, - -	Once,	47	2,444	125 00
109	New Hope to Durham, - - -	Once,	25	2,600	135 00
110	Philadelphia to Nazareth, - - -	Thrice,	61	19,032	800 00
111	Kurtstown to White Marsh, - - -	Once,	47	4,888	290 00
112	Quakertown to Allentown, - - -	Thrice,	15	3,120	200 00
113	Included in another route.				
114	Quakertown to Durham, - - -	Once,	14	1,456	100 00
115	Bursonville to Easton, - - -	Once,	50	2,600	130 00
116	Allentown to Allentown, - - -	Once,	80	4,160	300 00
117	Lancaster to Bristol, - - -	Once,	106	11,024	600 00
118	Lancaster to Columbia, - - -	Once,	12	1,248	90 00
119	Lancaster to Easton, - - -	Once,	88	9,152	575 00
120	Latiz to Lebanon, - - -	Once,	19	1,976	120 00
121	Easton to Milford, - - -	Once,	62	6,648	500 00
122	Milford to Oswego, New York, - - -	Twice,	101	21,008	1,000 00
123	Wind Gap to Stockport, - - -	Once,	92	9,568	426 00
124	Included in another route.				
125	Allentown to Trexlerstown, - - -	Once,	12	1,248	72 00
126	Easton to Easton, - - -	Once,	68	3,536	625 00
127	Berwick to Towanda, - - -	Once,	56	6,032	100 00
128	Towanda to Elmira, - - -	Once,	22	2,288	100 00
129	Included in No. 126.		18		
130	Philadelphia to Reading, - - -	Thrice,	54	16,848	1,600 00
131	Harrisburg to Reading, - - -	Twice,	51	10,608	550 00
132	Harrisburg to Gettysburg, - - -	Once,	33	3,432	178 00
133	Easton to Wilkesbarre, - - -	Twice,	62	12,896	1,200 00
134	Reading to Northumberland, - - -	{ 2 for 7 mo. 1 for 5 mo.	76	12,464	Paid on 130
135	Orwigsburg to Stroudsburg, - - -				
136	Wommelsdorf to Sunbury, Pennsylvania, - -	Fortnight,	60	3,120	275 00
137	Harrisburg to Hamburg, - - -	Fortnight,	76	3,852	250 00
138	Harrisburg to Northumberland, - - -	Fortnight,	55	2,860	250 00
139	Halifax to Sunbury, Pennsylvania, - - -	Twice,	55	11,440	850 00
140	Liverpool to Mifflinburg, Pennsylvania, - -	Twice,	33	3,716	120 00
141	Northumberland to Wilkesbarre, - - -	Once,	37	3,848	200 00
141a	Mifflinburg to Berwick, Pennsylvania, - - -	Twice,	58	12,064	800 00
142	Wilkesbarre to Montrose, - - -	Once,	9	936	25 00
143	Tunkhannock to Ithaca, - - -	Twice,	50	10,400	500 00
143a	Wyson to Athens, - - -	Once,	80	8,320	495 00
144	Covington to Covington, - - -	Once,	15	1,560	63 00
		Once,	259	13,468	450 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
145	Wilkesbarre to Bethany, Pennsylvania, -	Once,	62	6,448	\$301 00
146	Bear Gap to Bear Gap, -	Once,	81	4,212	240 00
147	Wilkesbarre to Jerseytown, -	Fortnight,	30	1,560	160 00
148	Northumberland to Williamsport, -	Twice,	40	8,320	600 00
149	Williamsport to Painted Post, New York, -	Once,	93	9,672	450 00
149a	Williamsport to Jersey Shore, -	Twice,	15	3,120	130 00
150	Jersey Shore to Alexandria, -	Once,	75	7,800	334 00
151	Jersey Shore to Olean, New York, and Ceresstown to Cowdersport, -	Fortnight,	160	8,320	450 00
152	Northumberland to Blair's Gap, -	Once,	111	11,544	550 00
153	Lewisburg to Williamsport, -	Fortnight,	23	1,716	89 00
154	Selin's Grove to Lewistown, -	Once,	49	5,096	275 00
155	Lewistown to Lewistown, -	Once,	81	4,182	250 00
156	Huntingdon to Cumberland, -	Fortnight,	88	4,576	250 00
157	Lewistown to Bellefonte, -	Twice,	30	6,240	225 00
158	Bellefonte to Meadville, -	Once,	125	13,000	1,600 00
159	Harrisburg to Alexandria, -	Twice,	97	20,176	1,750 00
160	Ebensburg to Indiana, -	Once,	24	2,496	130 00
161	Alexandria to Pittsburg, -	Twice,	113	23,504	2,000 00
162	Carlisle to Landisburg, -	Once,	13	1,352	104 00
163	Clark's Ferry to Concord, -	Once,	40	4,160	190 00
164	Selin's Grove to Fannettsburg, -	Once,	79	8,216	400 00
165	Philadelphia to New York city, -	Daily,	88	64,240	8,500 00
166	Philadelphia to Elizabethtown, -	Thrice,	90	28,080	1,380 00
167	New Brunswick to New York city, -	Thrice,	28	2,912	600 00
168	Philadelphia to Salem, New Jersey, -	Thrice,	35	10,920	300 00
169	Salem to Greenville, -	Once,	16	1,664	104 00
170	Philadelphia to Bridgetown, -	Six,	47	29,328	850 00
	Bridgetown to Cape Island, -	Twice,	49	10,192	
171	Bridgetown to Dividing Creek, -	Thrice,	17	5,304	100 00
172	Woodbury to Beasley's, New Jersey, -	Once,	65	6,760	250 00
173	Philadelphia to Absecomb, -	Once,	67	6,968	225 00
174	Philadelphia to Tuckertown, -	Once,	51	5,304	300 00
175	Philadelphia to Blackhorse, -	Six,	22	13,728	275 00
176	Trenton to Easton, Pennsylvania, -	Once,	159	16,536	200 00
177	Trenton to Mount Holly, -	Once,	57	5,928	140 00
178	Trenton to Trenton, -	Once,	174	9,048	320 00
179	Newtown to Deckerstown, -	Once,	19	1,976	290 00
180	Bristol to Burlington, -	Six,	1	624	150 00
181	Trenton to Trenton, -	Once,	174	9,048	320 00
182	Trenton to Bordertown, -	Once,	22	2,288	130 00
183	Freehold to Tuckertown, -	Once,	65	6,760	249 00
184	Erwinna to Plumstead, -	Once,	14	1,456	50 00
185	Morristown to Princeton, -	Once,	50	5,200	175 00
186	New Brunswick to Easton, -	Once,	43	4,472	194 00
187	Newton to Stewartsville, -	Once,	40	4,160	175 00
188	Scotch Plains to New Providence, -	Once,	5	520	34 00
189	Rahway to Amboy, -	Thrice,	8	2,496	200 00
190	New York to Easton, -	Once,	74	7,696	550 00
191	Chester to Flanders, -	Once,	4	416	50 00
192	New York to Morristown, -	Twice,	29	6,032	150 00
193	New York to Rockaway, -	Twice,	27	5,616	300 00
194	Jersey City to Milford, -	Twice,	75	15,600	795 00
195	Included in No. 197.				
196	Morristown to Somerville, -	Once,	22	2,288	100 00
197	Morristown to Columbia, -	Once,	62	6,448	312 00
198	Easton, Pennsylvania, to Newburg, New York, -	Once,	94	9,766	480 00
199	Newark to Hackensack, -	Once,	14	1,450	75 00
200	New York to Paterson—six times a week, 21 miles, -	Six,	72	18,408	230 00
	Milford to Patterson—once a week, 51 miles, -	Once,			
201	Wheeling to Zanesville, -	Thrice,	83	25,896	3,359 00
202	Zanesville to Lancaster, -	Thrice,	49	15,268	1,490 00
203	Lancaster to Sinking Spring, -	Thrice,	67	20,904	2,616 00
204	Sinking Spring to Maysville, -	Thrice,	39	12,168	1,700 00
205	Steubenville to Cambridge, -	Once,	69	7,176	345 00
206	Bainbridge to Cincinnati, Ohio, -	Thrice,	80	24,960	1,418 00
207	Newville to Centerville, -	Once,	73	7,592	320 00
208	West Union to Cincinnati, -	Once,	71	7,384	300 00
209	Included in No. 237.				
210	Cincinnati to Greenville, -	Once,	130	13,520	550 00
211	Piqua to Perrysburg, -	Fortnight,	188	9,776	600 00
212	Cincinnati to Cincinnati, -	Once,	173	8,996	444 20
213	Hamilton to Bellefontaine, -	Once,	100	10,400	446 00
214	Cincinnati to Brookville, -	Once,	43	4,472	175 00
215	Included in No. 212.				
216					
217	Chillicothe to Vanceburg, Kentucky, -	Once,	67	6,968	295 00
218	Fortsmouth to Burlington, Ohio, -	Once,	44	4,576	199 00
219	Chillicothe to Gallipolis, Ohio, -	Once,	61	6,344	268 00
220	Chillicothe to Dayton, Ohio, -	Once,	81	8,424	310 00
220a	West Union to Vanceburg, -	Once,	19	1,976	88 00
222	Columbus to Dayton, -	Once,	70	7,280	415 00
223	Dayton to Indianapolis, -	Once,	133	13,832	560 00
224	Columbus to Chillicothe, -	Thrice,	44	13,728	990 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
225	Columbus to Sandusky city, - - -	Once,	133	13,832	\$900 00
226	Mount Vernon to Cleveland, - - -	Once,	99	10,296	450 00
227	Lancaster to Columbus, - - -	Thrice,	28	8,736	290 00
228	Columbus to Lower Sandusky, - - -	Once,	102	10,608	1,000 00
229	Delaware to Mansfield, - - -	Once,	45	4,680	250 00
230	Greenville to Urbana, - - -	Fortnight,	72	3,844	240 00
231	Columbus to Piqua, - - -	Once,	76	7,904	400 00
232	Zanesville to Columbus, - - -	Once,	59	6,136	500 00
233	Irville to Mount Vernon, - - -	Fortnight,	32	1,664	75 00
234	London to Xenia, - - -	Once,	30	3,120	107 00
235	Lancaster to Mount Vernon, - - -	Once,	50	5,200	325 00
236	Columbus to Ripley, - - -	Once,	108	11,232	600 00
237	Lancaster to Cincinnati, - - -	Twice,	128	26,624	2,000 00
238	Included in No. 237.				
239	Lancaster to Gallipolis, - - -	Once,	87	9,048	445 00
239a	Piqua to Bellefontaine, - - -	Once,	40	4,160	166 00
240	Bellefontaine to Perrysburg, Ohio, - - -	Once,	70	7,280	300 00
241	Xenia to West Union, - - -	Once,	72	7,348	350 00
242	Included in Nos. 230 and 231.				
243	Zanesville to White Eyes Plains, - - -	Fortnight,	36	1,872	48 00
244	Zanesville to Canton, - - -	Once,	93	9,672	345 00
245	Coshocton to Wooster, Ohio, - - -	Once,	47	4,888	468 00
245a	McConnellsville to Zanesville, Ohio, - - -	Once,	25	2,600	100 00
246	Marietta to Zanesville, - - -	Once,	58	6,032	275 00
246a	Coshocton to Mount Vernon, - - -	Fortnight,	38	1,976	110 00
247	Marietta to Chillicothe, - - -	Twice,	100	20,800	1,000 00
248	Wheeling to Marietta, - - -	Once,	83	8,632	550 00
249	Marietta to Lancaster, - - -	Fortnight,	77	4,004	170 00
250	Marietta to Piketon, - - -	Once,	118	12,272	700 00
251	Marietta to Woodfield, - - -	Once,	40	4,160	200 00
252	Piketon to Jacksonsville, - - -	Fortnight,	28	1,456	76 00
253	Wheeling to Wellsburg, Va. - - -	Twice,	16	3,328	Pd. on No. 62
254	Freeport to Coshocton, - - -	Once,	37	3,848	190 00
255	Romney to Wellsburg, - - -	Once,	32	3,328	150 00
256	Steuensville to New Lisbon, - - -	Once,	35	3,640	200 00
257	New Salem to Stow, - - -	Once,	151	7,852	350 00
258	Steuensville to Wooster, - - -	Once,	89	9,256	291 00
259	New Lisbon to Ravenna, - - -	Once,	57	5,928	320 00
260	Medina court-house to Norwalk, - - -	Fortnight,	44	2,288	110 00
261	Ravenna to Burton, - - -	Once,	24	2,496	90 00
262	Ridgeville to Centreville, - - -	Once,	18	1,872	40 00
263	Mansfield to Dresden, - - -	Fortnight,	57	2,964	96 20
264	Not in operation, - - -	-	16		
265	Beavertown to Mansfield, - - -	Once,	126	13,104	502 00
266	New Lisbon to Hudson, - - -	Once,	84	8,736	324 00
267	Pittsburg to Cleveland, - - -	Twice,	140	29,120	1,350 00
268	Cleveland to Norwalk, - - -	Once,	60	6,240	332 72
269	Canfield to New Bedford, - - -	Once,	17	1,768	75 00
270	Boardman's to Newmarket, - - -	Once,	76	7,904	298 00
271	Warren to Medina, - - -	Once,	61	6,344	305 00
272	Warren to Conneaut, - - -	Once,	65	6,760	174 00
272a	Poland to Ashtabula, - - -	Once,	83	8,632	350 00
273	Brookfield to Mercer, Pa. - - -	Once,	18	1,872	70 00
274	Cleveland to Erie, - - -	Once,	113	12,832	450 00
274a	Steuensville to Steuensville, - - -	Once,	95	4,940	190 00
275	St. Clairsville to St. Clairsville, - - -	Once,	116	6,032	300 00
276	Norwalk to Detroit, - - -	Once,	136	14,144	950 00
277	Detroit to Mount Clements, - - -	Once,	54	5,616	400 00
278	Pontiac to Saganaw, - - -	Fortnight,	90	4,680	
279	Maysville to Lexington, - - -	Thrice,	64	19,968	2,500 00
280	Lexington to Louisville, - - -	Thrice,	67	20,904	4,750 00
281	Lexington to Frankfort, - - -	Thrice,	22	6,864	500 00
282	Frankfort to Greensburg, - - -	Thrice,	80	24,960	
283	Greensburg to Russellville, - - -	Thrice,	89	27,768	5,146 00
284	Russellville to Nashville, - - -	Thrice,	50	15,600	
285	Lexington to Danville, - - -	Once,	40	4,160	481 00
286	Bowling-green to Nashville, - - -	Once,	60	6,240	295 00
287	Not in operation, - - -	-	72		
289	Glasgow to Bowling-green, - - -	Once,	70	7,280	278 00
290	Russellville, Kentucky, to Golconda, Illinois, - - -	Once,	123	12,792	495 00
290a	Russellville to Hopkinsville, - - -	Once,	42	4,368	200 00
291	Hopkinsville to Point Pleasant, - - -	Once,	165	17,160	820 00
292	Rocky Ridge to Boyd Landing, Kentucky, - - -	Fortnight,	35	1,820	100 00
293	Not carried, - - -	-	35		
294	Elkton to Port Royal, - - -	Once,	16	1,664	115 00
295	Russellville to Clarksville, - - -	Fortnight,	35	1,820	145 00
296	Harrisburg to Columbia, - - -	Once,	127	13,208	500 00
297	Burkesville to Greensburg, - - -	Once,	46	4,784	240 00
298	Burkesville to Glasgow, - - -	Fortnight,	54	2,908	270 00
299	Not in operation, - - -	-	50		
300	Barbourville to Somerset, - - -	Once,	80	8,320	395 00
301	Richmond to Barbourville, - - -	Fortnight,	95	4,940	320 00
302	Manchester to Estill court-house, - - -	Fortnight,	125	6,500	500 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
303	Louisville to Lebanon, - - -	Twice,	78	16,224	\$750 00
303 _g	Newcastle to Shelbyville, - - -	Once,	16	1,664	75 00
303 _b	Harlin court-house to Perry court-house, - - -	Fortnight,	60	3,120	150 00
304	Louisville to Springfield, - - -	Once,	55	5,720	325 00
304 _d	Newcastle to Westport, - - -	Once,	21	2,184	100 00
305	Louisville to Newport, - - -	Once,	133	13,832	470 00
306	Not in operation, - - -	-	47	-	-
307	Catlettsburg to Pike court-house, - - -	Fortnight,	102	5,304	325 00
308	Catlettsburg to Washington, - - -	Once,	85	8,840	400 00
309	Catlettsburg to Paris, - - -	Once,	105	10,920	530 00
310	Washington to Lexington, - - -	Once,	87	9,055	400 00
311	Carlisle to Millersburg, - - -	Twice,	8	1,664	100 00
312	Washington to Cincinnati, - - -	Once,	64	6,656	298 00
313	Washington to Georgetown, Kentucky, - - -	Once,	60	6,240	290 00
314	Georgetown to Vevay, Indiana, - - -	Once,	71	7,384	885 00
315	Frankfort to Mouth of Cedar, - - -	Once,	18	1,872	120 00
316	Mount Sterling to Estill court-house, - - -	Once,	35	3,610	100 00
317	Mount Sterling to Floyd court-house, - - -	Fortnight,	98	5,096	300 00
318	Lexington to Cincinnati, - - -	Once,	87	9,048	768 00
319	Paris to Cincinnati, - - -	Twice,	77	16,016	713 00
319 _a	Harlem to Cumberlandford, Kentucky, - - -	Fortnight,	30	1,560	90 00
320	Lexington to Barbourville, - - -	Once,	144	14,976	647 00
320 _a	Richmond to Lexington, - - -	Once,	28	2,912	156 00
321	Richmond to Patrick's Saltworks, - - -	Fortnight,	75	3,900	250 00
321 _a	Richmond to Irvine, - - -	Fortnight,	20	2,080	40 00
322	Lexington to Lancaster, - - -	Once,	33	3,432	170 00
323	Falmouth to Fredericksburg, - - -	Fortnight,	43	2,236	100 00
324	Neville to Gaines, - - -	Once,	37	3,848	120 00
325	Cynthiana to Richmond, - - -	Once,	43	4,472	210 00
326	Jeffersonstown to Westport, Kentucky, - - -	Once,	25	2,500	128 00
327	Shelbyville to Elizabethtown, - - -	Once,	63	6,552	450 00
328	Louisville to Shawneetown, - - -	Once,	150	15,600	950 00
328 _a	Elizabethtown to Hardinsburg, - - -	Once,	40	4,160	228 00
329	Morganfield to Mount Vernon, - - -	Once,	20	2,080	150 00
330	Not in operation, - - -	-	44	-	-
331	Russellville to Morganfield, - - -	Once,	99	10,296	399 00
332	Salem to Shawneetown, - - -	Once,	38	3,952	195 00
333	Henderson to Madisonville, - - -	Once,	41	4,264	185 00
334	Hardensburg to Hopkinsville, - - -	Once,	96	9,984	375 00
335	Elizabethtown to Russellville, - - -	Once,	92	9,568	442 00
336	Louisville to Bowling Green, - - -	Once,	108	12,232	600 00
337	Frankfort to Vevay, Indiana, - - -	Once,	63	6,552	215 00
338	Cincinnati to Lexington, - - -	Once,	157	16,328	Pd. on 314
339	Lexington to Salem, Indiana, - - -	Fortnight,	29	1,508	84 00
340	Lawrenceburg to Petersburg, - - -	Once,	2	208	80 00
341	Vevay to Brookville, - - -	Once,	54	5,616	200 00
342	Lawrenceburg to Versailles, - - -	Once,	71	7,384	183 00
343	Madison to Versailles, - - -	Once,	25	2,600	130 00
344	Included in No. 346.	-	-	-	-
345	Brownstown to Terre Haute, Indiana, - - -	Once,	132	13,728	339 00
346	Bedford to Bedford, - - -	Once,	81	4,242	280 00
347	Louisville to Evansville, - - -	Once,	135	14,040	950 00
347 _a	Evansville to Vincennes, Indiana, - - -	Once,	55	5,720	800 00
348	Corydon to Indianapolis, - - -	Once,	106	11,024	1,042 00
349	Indianapolis to Washington, - - -	Fortnight,	103	5,356	260 00
350	Included in No. 348.	-	-	-	-
351	Indianapolis to Lawrenceburg, - - -	Fortnight,	90	4,680	204 00
352	Indianapolis to Terre Haute, - - -	Fortnight,	91	4,732	500 00
352 _a	Indianapolis to Brookville, - - -	Once,	66	6,864	300 00
353	Included in No. 348.	-	-	-	-
354	Not in operation, - - -	-	69	-	-
355	Louisville to Vincennes, - - -	Once,	123	12,792	1,700 00
356	Princeton to Shawneetown, - - -	Once,	73	7,592	364 56
357	Vincennes to Crawfordsville, - - -	Once,	146	18,784	630 00
358	Paoli to Princeton, - - -	Once,	120	12,480	310 00
359	Not in operation, - - -	-	90	-	-
360	Paoli to Elizabethtown, - - -	Fortnight,	58	3,016	168 00
362	Salem to Palestine, - - -	Once,	26	2,704	63 00
363	Evansville to Henderson, - - -	Fortnight,	15	780	50 00
364	Lawrenceburg to Greenville, - - -	Once,	111	11,544	480 00
365	Brookville to Vernon, - - -	Once,	55	5,720	275 00
366	Paoli to Charleston, - - -	Once,	50	5,200	145 00
367	Hamilton to Brownsville, - - -	Once,	61	6,344	288 00
368	Shawneetown to St. Louis, - - -	Once,	175	18,200	1,095 00
368 _a	Kaskaskia to Jonesborough, - - -	Once,	70	7,280	395 00
369	Included in No. 368.	-	-	-	-
370	Kaskaskia to Vandalia, - - -	Once,	93	9,672	448 60
371	Golconda to Jackson, - - -	Once,	81	8,424	395 00
372	Salem to Cape Girardeau, - - -	Once,	91	10,192	800 00
373	Vincennes to Vandalia, - - -	Once,	110	11,440	1,450 00
374	Vandalia to St. Louis, - - -	Once,	76	7,904	1,000 00
375	Vincennes to Shawneetown, - - -	Once,	110	11,440	475 00
376	Shawneetown to St. Louis, - - -	Once,	155	16,120	1,400 00
377	Included in No. 376.	-	-	-	-

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
378	Carrollton to Louisiana, - - -	Fortnight,	30	1,560	\$275 00
379	Shawneetown to Golconda, - - -	Once,	45	4,680	300 00
380	Kaskaskia to Edwardsville, - - -	Once,	75	7,800	773 00
381	Edwardsville to St. Charles, - - -	Once,	36	3,744	300 00
382	Vandalia to Sangamon court-house, - - -	Once,	82	8,528	437 00
383	Vandalia to Carmi, - - -	Fortnight,	113	5,876	391 00
384	Salu to Louisiana, - - -	Once,	85	8,840	550 00
385	Palestine to Edgar court-house, - - -	Fortnight,	53	2,756	124 00
386	Not in operation, - - -	-	50		
387	Included in No 376.				
388	Carrollton to Sangamon court-house, - - -	Fortnight,	75	3,900	250 00
389	St. Louis to St. Charles, - - -	Once,	90	2,080	330 00
390	St. Charles to Jefferson, - - -	Once,	130	13,520	600 00
391	St. Louis to Jefferson, - - -	Once,	142	14,768	733 00
392	St. Charles to Franklin, - - -	Once,	137	14,248	2,286 00
393	Jefferson to Lexington, - - -	Once,	42	4,368	200 00
394	Jefferson to Franklin, - - -	Once,	48	4,992	250 00
395	Franklin to Clay court-house, - - -	Once,	111	11,544	900 00
396	St. Charles to Palmyra, - - -	Once,	125	13,000	600 00
397	St. Louis to Jamestown, - - -	Once,	16	1,664	180 00
398	St. Louis to Greenville, - - -	Once,	144	14,976	600 00
399	Potosi to Bowling Green, - - -	Fortnight,	14	728	65 00
400	Harisonville to St. Genevieve, - - -	Fortnight,	32	1,664	125 00
401	Kaskaskia to Point Pleasant, - - -	Once,	130	13,520	920 00
402	Not in operation, - - -	-	50		
403	St. Genevieve to St. Michael's, - - -	Once,	36	3,744	156 00
404	St. Genevieve to Potosi, - - -	Once,	42	4,368	368 00
405	Newport to Pinkney, - - -	Once,	8	832	100 00
406	Jackson to Greenville, - - -	Fortnight,	50	2,600	480 00
407	Greenville to Batesville, - - -	Once,	124	12,896	849 00
408	Batesville to Little Rock, - - -	Once,	104	10,816	750 00
409	Memphis to Arkansas, - - -	Fortnight,	140	7,380	500 00
410	Little Rock to Arkansas, - - -	Fortnight,	120	6,240	500 00
411	Little Rock to Crawford court-house, - - -	Fortnight,	155	8,060	575 00
412	Little Rock to Miller court-house, - - -	Fortnight,	215	11,180	1,000 00
413	Clark court-house to Natchitoches, - - -	Once every four weeks }	320	8,320	500 00
38	Norton, Ohio, to Sandusky city, Ohio, - - -	Once,	71	7,384	300 00
1	Washington, D. C. to Richmond, Virginia, - - -	Daily,	124	90,520	13,350 00
1a	Alexandria, D. C. to Falmouth, Virginia, - - -	Thrice,	59	13,806	700 00
2 & 3	Included in No. 1.				
4	Richmond to Petersburg, - - -	Daily,	23	16,790	1,800 00
5	Petersburg, Virginia, to Warrenton, North Carolina, - - -	Daily,	86	62,780	14,200 00
6	Washington, D. C. to Martinsburg, Virginia, - - -	Once,	73	7,592	600 00
7	Hancock, Maryland, to Berkley Springs, Virginia, - - -	Twice,	6	1,248	75 00
8	Boonsborough, Maryland, to Charlestown, Virginia, - - -	Thrice,	21	6,552	636 00
9	Hagerstown, Maryland, to Martinsburg, Virginia, - - -	Once,	19	1,976	223 44
9a	Shepherdstown, Virginia, to Winchester, Virginia, - - -	Thrice,	26	8,112	650 00
10	Petersville, Maryland, to Leesburg, Virginia, - - -	Once,	23	2,392	300 00
11	Leesburg to Aldee, - - -	Once,	12	1,248	150 00
12	Alexandria, D. C. to Winchester, Virginia, - - -	Thrice,	71	22,152	2,800 00
12a	Aldee to Battletown, - - -	Once,	23	2,392	171 00
13	Winchester, Virginia, to Romney, - - -	Twice,	43	8,944	550 00
14	Back Creek Valley to Moorefield, - - -	Fortnight,	47	2,444	150 00
15	Romney to Clarksburg, - - -	Twice,	109	22,672	980 00
16	Uniontown, Penn. to Clarksburg and to Morgantown, - - -	Once,	68	7,072	402 00
17	Clarksburg, Virginia, to Marietta, Ohio, - - -	Twice,	77	16,016	750 00
18	Marietta, Ohio, to Point Pleasant, Virginia, - - -	Once,	70	7,280	350 00
19	Clarksburg, Virginia, to Nicholas C. H. Virginia, - - -	Fortnight,	96	4,992	245 44
20	Weston, Virginia, to Jacksonsville, Virginia, - - -	Fortnight,	74	3,848	292 00
21	Tyler C. H. to Sistersville, Virginia, - - -	Once,	9	936	35 00
22	Fishing Creek to Kingwood, - - -	Fortnight,	83	4,316	195 00
23	Morgantown to Wheeling, and West Liberty to Wellsburg, - - -	Once,	83	8,632	475 00
24	Morgantown to Traveller's Repose, - - -	Fortnight,	152	7,964	460 00
25	Included in No. 20.				
26	Not in operation, - - -	-	42		
27	Romney to Pendleton, - - -	Once,	67	6,968	260 00
28	Back Creek Valley to Cumberland, Maryland, - - -	Once,	59	6,136	450 00
29	Front Royal to Waynesborough, - - -	Once,	84	8,736	400 00
30	Winchester, Virginia, to Yox Glades, Maryland, - - -	Fortnight,	112	5,824	570 00
31	Not in operation, - - -	-	35		
32	Winchester to Staunton, Virginia, - - -	Thrice,	97	30,264	2,800 00
33	Fairfax C. H. to Brown's Turnpike, - - -	Once,	192	12,688	1,209 52
33a	Fairfax to Warrenton, Virginia, - - -	Twice,	36	7,488	298 00
34	Middleburg to Rockhill, Virginia, - - -	Once,	44	4,576	279 00
35	Warrenton to Washington, - - -	Once,	26	2,704	120 00
36	Dumfries to Warrenton, - - -	Once,	38	4,072	176 00
37	Fredericksburg to Paris, then by Salem to Fredericksburg, - - -	Once,	158	16,452	500 00
38	Fredericksburg to Winchester, - - -	Once,	108	11,232	700 00
39	Culpeper C. H. to New Market, Virginia, - - -	Once,	53	5,512	
40	Fredericksburg to Charlottesville, Virginia, - - -	Thrice,	71	22,152	4,276 00
41	Charlottesville to Staunton, - - -	Thrice,	40	12,480	2,000 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Annual expense.
42	Staunton to Natural Bridge, Virginia, -	Thrice,	50	15,600	\$2,790 00
43	Natural Bridge to Salem, Virginia, -	Thrice,	45	14,040	2,000 00
44	Salem to Montgomery C. H. -	Thrice,	26	8,112	1,350 00
45	Montgomery C. H. to Wythe C. H. -	Thrice,	47	14,664	2,700 00
46	Wythe C. H. to Mount Airy, -	Thrice,	34	10,608	1,600 00
47	Mount Airy to Blountsville, Virginia, -	Thrice,	46	14,352	2,300 00
48	Abingdon to Dickinsonville, -	Once,	22	2,288	150 00
49	Blacksburg to Rocky Mount, Virginia, -	Fortnight,	54	2,808	200 00
50	Salem to Boonsboro', -	Fortnight,	45	2,240	200 00
51	New York to Columbia, -	Once,	87	9,034	575 00
52	Charlottesville to Buckingham C. H. -	Fortnight,	42	2,184	252 00
53	Charlottesville to Lynchburg, (see 33.) -	Once,	68	7,072	P'd on No. 33
54	Charlottesville to Plough and Harrow, Virginia, (see 33.) -	Once,	49	5,096	P'd on No. 33
55	Fredericksburg, Virginia, to Goochland C. H. and by Thompson's Cross Roads to Fredericksburg, -	Once,	174	9,048	500 00
56	Fredericksburg to Halifax C. H. -	Once,	169	17,576	2,200 00
57	Halifax C. H. to Salisbury, North Carolina, -	Once,	153	15,912	1,600 00
58	Fredericksburg to Kilmarnock, Lancaster C. H. and to Fredericksburg, -	Once,	230	11,960	652 00
59	Fredericksburg to Yorktown, -	Once,	126	13,104	700 00
60	Bowling Green to New Kent C. H. -	Once,	60	6,240	250 00
61	Bowling Green to Oxford, -	Once,	19	1,970	60 00
62	Richmond to Matthews C. H. -	Once,	94	2,776	752 00
63	Hanover C. H. to New Kent C. H. -	Fortnight,	33	1,716	80 00
64	Hanover C. H. to Taylorsville, -	Once,	16	1,664	50 00
65	Richmond to Harrisonburg, Virginia, -	Once,	125	2,600	1,200 00
66	Richmond to Charlottesville, -	Twice,	81	16,848	3,000 00
67	Not in operation, -	-	8	-	-
68	Richmond to Charlottesville, -	Once,	83	8,632	500 00
69	Staunton to Sewall's Mountain, -	Once,	133	13,832	800 00
70	Staunton to Clarksburg, -	Fortnight,	175	9,100	420 00
71	Sewall's Mountain to Catlettsburg, Kentucky, -	Once,	134	13,936	900 00
72	Kenhawa C. H. Virginia, to Gallipolis, Ohio, -	Once,	63	6,552	350 00
73	Lewisburg to Kenhawa, -	Fortnight,	100	5,200	438 00
73a	Lewisburg to Pocahontas C. H. -	Once,	35	1,920	135 00
74	Included in No. 24. -	-	-	-	-
75	Not in operation, -	-	26	-	-
76	Bath C. H. to Hull's Store, -	Once,	32	2,288	150 00
77	Lewisburg to Monroe C. H. -	Once,	17	1,768	73 00
78	Giles C. H. to Newbern, Virginia, -	Once,	32	2,288	125 00
79	Staunton to Bath C. H. (included in No. 69.) -	-	-	-	-
80	Fincastle to Giles C. H. -	Once,	78	8,112	444 00
81	Kingsport to Lee C. H. -	Once,	54	5,614	400 00
82	Not in operation, -	-	20	-	-
83	Wythe C. H. to Tazewell C. H. -	Once,	42	4,368	290 00
84	Wythe C. H. to Salem, Virginia, -	Once,	115	11,960	473 00
85	Richmond to Lynchburg, -	Once,	130	13,520	2,900 00
86	Liberty to Martinsville, Virginia, -	Once,	80	8,320	260 00
87	Included in No. 86. -	-	18	-	-
88	Richmond to Lynchburg, -	Once,	133	13,832	Pd. on No. 85
89	Lynchburg to Salem, -	Twice,	60	12,480	1,550 00
90	Lynchburg to Davis's Store, -	Twice,	22	4,576	40 00
90a	Pittsylvania C. H. to Danville, -	Once,	20	2,080	86 00
91	New London to Pittsylvania C. H. -	Fortnight,	56	2,912	140 00
92	Richmond to Cartersville, -	Once,	49	5,096	200 00
93	Halifax C. H. to Germantown, North Carolina, -	Once,	129	13,416	500 00
94	Prince Edward C. H. to Concord, -	Once,	43	4,992	229 32
95	Lynchburg to Green Valley, -	Once,	72	7,488	300 00
96	Lynchburg to Rockingham C. H. -	Once,	108	11,252	396 00
97	Halifax C. H. to Caswell C. H. North Carolina, -	Once,	54	5,616	90 00
98	Danville to Austinville, -	Fortnight,	120	6,240	448 00
99	Richmond to Farmville, -	Once,	118	12,272	776 68
100	Perkinsonville to Charlotte C. H. -	Fortnight,	45	2,340	150 00
101	Charlotte C. H. to Campbell C. H. -	Fortnight,	36	1,872	200 00
102	Richmond to Tappahannock, -	Once,	57	5,928	280 00
103	Richmond C. H. to Tappahannock, -	Once,	6	624	85 00
104	Richmond to Norfolk, -	Thrice,	114	35,568	2,800 00
104a	Eastville to Norfolk, -	Once,	50	5,200	200 00
105	Not carried, -	-	12	-	-
106	Richmond to Charles City C. H. -	Once,	30	3,120	149 00
107	Petersburg to Amelia C. H. -	Once,	40	4,160	262 00
108	Petersburg to Halifax C. H. by Frenchtown to Petersburg, -	Once,	125	13,000	900 00
109	Double Bridge to Charlotte C. H. -	Once,	21	2,184	150 00
110	Petersburg to Norfolk, -	Thrice,	106	33,072	3,950 00
111	Smithfield to South Quay, -	Once,	34	3,536	195 00
112	Petersburg to City Point, -	Once,	12	1,248	95 00
113	Cabin Point to South Quay, -	Once,	67	6,968	245 00
114	Included in No. 127. -	-	130	-	-
115	Petersburg, Virginia, to Murfreesborough, N. Carolina, -	Once,	87	9,048	450 00
116	Petersburg to Risonville, -	Once,	52	5,408	320 00
117	Hicksford to Murfreesborough, North Carolina, -	Once,	38	3,952	160 00
118	Harrisville to Lunenburg, C. H. -	Once,	138	14,352	843 76
119	Petersburg to Tazewell, -	Twice,	98	20,384	2,200 00
120	Percival's to Critton's store, and Lewisville to Percival's, -	Once,	87	9,152	348 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
121	Hicksford to Suffolk, - - -	Fortnight,	75	3,900	\$ 330 00
122	Warrenton to Raleigh, North Carolina, - - -	Daily,	56	40,880	Paid on No. 5
123	Raleigh to Fayetteville, - - -	Daily,	60	43,800	
124	Fayetteville, North Carolina, to Godfrey's Ferry, S. C. - - -	Daily,	98	71,540	7,000 00
125	Suffolk, Virginia, to Edenton, North Carolina, - - -	Once,	58	6,032	545 00
126	Edenton to Washington, North Carolina, - - -	Once,	54	5,616	603 00
127	Warrenton, North Carolina, to Edenton, N. Carolina, - - -	Once,	83	8,632	1,133 32
128	Elizabeth City, North Carolina, to Norfolk, Virginia, - - -	Once,	57	5,928	490 00
129	Norfolk to Loudon bridge, Virginia, - - -	Once,	16	1,664	125 00
130	Norfolk, Virginia, to Edenton, North Carolina, - - -	Once,	78	8,112	840 00
131	Included in Nos. 125 and 127. - - -	-	27	-	-
132	Tarborough to Newbern, - - -	Twice,	87	18,096	700 00
132a	Tarborough to Washington, - - -	Once,	52	5,408	352 00
133	Warrenton to Duplin C. H., North Carolina, - - -	Fortnight,	103	5,356	275 00
134	Tarborough, North Carolina, to Danville, Virginia, to Milton, twice a week, 82 miles, and once a week, 12 miles, - - -	-	94	18,404	1,500 00
135	Williamsburg, North Carolina, to Roanoke, Virginia, - - -	Fortnight,	18	-	-
136	Milton, North Carolina, to Salem, - - -	Once,	110	11,440	500 00
137	Not in operation, - - -	-	39	-	-
138	Louisburg to Enfield, - - -	Fortnight,	38	1,976	120 00
139	Louisburg, North Carolina, to Roanoke, Virginia, - - -	Once,	64	6,656	450 00
140	Not in operation, - - -	-	17	-	-
141	Not in operation, - - -	-	40	-	-
142	Raleigh to Hillsborough, North Carolina, - - -	Once,	82	8,528	595 00
143	Hillsboro' to Rockingham, by High Rock, to Hillsboro' - - -	Once,	56	5,824	350 00
144	Raleigh to Salem, North Carolina, - - -	Once,	121	12,584	3,000 00
145	Salem to Jeffersonton, North Carolina, - - -	Once,	105	10,922	445 00
146	Huntsville to Statesville, North Carolina, - - -	Once,	46	4,784	259 24
147	Grayson C. H., Virginia, to Council's store, N. C. - - -	Fortnight,	68	3,536	144 00
148	Hillsborough to Halifax, Virginia, - - -	Once,	74	7,696	440 00
149	Salisbury, N. Carolina, to Laurens C. H., S. Carolina, - - -	Once,	167	17,368	1,800 00
150	Statesville, North Carolina, to Camden, South Carolina, - - -	Once,	135	14,040	575 00
151	Raleigh to Salisbury, - - -	Once,	125	13,000	800 00
152	Salisbury to Wilkesborough, - - -	Once,	132	13,728	620 00
153	Salisbury to Huntsville, thence, by Parkers, to Salisbury. - - -	Once,	70	3,640	159 00
154	Chapel Hill to Lexington, - - -	Once,	79	8,216	400 00
155	Salisbury to Ashville, - - -	Once,	151	15,704	700 00
156	Morgantown, N. Carolina, to Greenville, S. Carolina, - - -	Fortnight,	82	4,264	350 00
157	Not in operation, - - -	-	32	-	-
158	Charlotte, N. Carolina, to Lincolnton, and to Charlotte, - - -	Once,	38	1,976	314 28
159	Ashville, N. Carolina, to Houstonville, S. Carolina, - - -	Fortnight,	120	6,240	375 00
160	Not in operation, - - -	-	60	-	-
161	Pittsborough, N. Carolina, to Moffitt's and Pittsborough, - - -	Once,	123	6,396	340 00
162	Fayetteville to Salisbury, by Forest's, to Fayetteville, - - -	Once,	248	12,896	643 00
163	Fayetteville to Columbia, - - -	Thrice,	159	49,608	9,000 00
164	Fayetteville, North Carolina, to Morris's store, - - -	Once,	179	18,616	502 72
165	Wadesborough to Charlotte, and, by Cochran's, to Wadesborough, - - -	Fortnight,	108	5,616	200 00
166	Warrenton, North Carolina, to Cobb's bridge, and, by Tarborough, to Warrenton, - - -	Once,	137	14,248	365 00
167	Tarborough to Williamston, North Carolina, - - -	Fortnight,	30	1,560	100 00
168	Washington, North Carolina, to Lake Landing, - - -	Once,	85	8,840	400 00
169	Raleigh, North Carolina, to Tarborough, and, by Alford's store, to Raleigh, - - -	Once,	157	16,328	450 00
170	Halifax to Columbia, North Carolina, - - -	Once,	119	11,376	595 00
171	Bryan's x roads to Windsor, N. C. - - -	Once,	37	3,848	250 00
172	Duplin C. H. to Wilmington, North Carolina, - - -	Once,	55	5,720	375 00
173	Raleigh to Newbern, North Carolina, - - -	Once,	126	13,104	1,210 00
174	Fayetteville to Newbern, North Carolina, - - -	Once,	128	13,312	600 00
175	Newbern to Bay river, - - -	Fortnight,	40	2,080	160 00
176	Discontinued, - - -	-	-	-	-
177	Included in No. 25, (end.) - - -	-	-	-	-
178	Fayetteville to Wilmington, North Carolina, - - -	Twice,	87	18,096	4,000 00
178a	Wilmington to Smithville, - - -	Once,	30	3,120	240 00
179	Lumberton to Alfordsville, and to Lumberton, - - -	Fortnight,	88	2,288	195 00
180	Included in No. 246. - - -	-	-	-	-
181	Newbern to Wilmington, North Carolina, - - -	Once,	123	12,792	700 00
182	Newbern to Beaufort, - - -	Fortnight,	45	2,340	250 00
182a	- - -	-	-	-	-
183	Blountsville to Knoxville, Tennessee, - - -	Once,	165	17,160	620 00
183a	- - -	-	-	-	-
184	- - -	-	-	-	-
185	Blountsville to Knoxville, Tennessee, - - -	Thrice,	108	33,696	5,450 00
185a	- - -	-	-	-	-
186	- - -	-	-	-	-
187	Warrensburg to Greenville, Tennessee, - - -	Once,	17	1,768	52 00
188a	Knoxville to Crab Orchard, Tennessee, - - -	Thrice,	64	19,968	4,480 00
189	Crab Orchard to McMinnville, Tennessee, - - -	Thrice,	67	20,904	4,620 00
190	McMinnville to Nashville, Tennessee, - - -	Thrice,	76	22,712	5,588 20
191	McMinnville to Huntsville, Tennessee, - - -	Thrice,	85	26,520	5,400 00
192	Murfreesborough, Tennessee, to Huntsville, Alabama, - - -	Once,	84	8,736	588 00
193	Sparta, Tennessee, to Nashville, Tennessee, - - -	Once,	115	11,960	650 00
194	Sparta to Nashville, Tennessee, - - -	Once,	96	9,984	720 00
195	- - -	-	-	-	-
196	Jeffersonton, North Carolina, to Jonesborough, Tenn. - - -	Once,	76	7,904	350 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
197	Not carried, - - -	-	8		
198	Blount's to Paperville, Tennessee, - -	Once,	11	1,144	\$41 00
199	Jonesborough to Kingport, Tennessee, -	Fortnight,	24	1,248	95 00
200	Rutledge, Tennessee, to Maysville, Tennessee, -	Once,	76	7,904	350 00
201	Ashville, North Carolina, to Hazle Patch, Kentucky, -	Once,	167	17,368	1,100 00
202	Greenville, Tennessee, to Warm Springs, N. Carolina, -	Fortnight,	25	1,300	95 00
203	Included in No. 208.	-	-	-	-
204	Not in operation, - - -	-	53		
205	Knoxville, Tennessee, to Cumberland Gap, -	Once,	79	8,216	364 00
206	Knoxville, Tennessee, to Burkesville, Kentucky, -	Fortnight,	136	7,072	400 00
207	Included in No. 206.	-	104		
208	Greenville, Tennessee, to Lee C. H., Tennessee, -	Once,	55	5,720	250 00
209	Washington to McMinnville, Tennessee, -	Once,	50	5,200	423 00
210	Kingston to Clinton, Tennessee, -	Fortnight,	30	1,560	98 00
211	Kingston, Tennessee, to Bennington, Alabama, -	Fortnight,	180	9,360	959 00
212	Pikeville, to Jasper, Tennessee, -	Once,	47	4,888	313 32
213	Not in operation, - - -	-	86		
214	Lebanon, Kentucky, to Monroe, Tennessee, -	Once,	86	8,944	432 36
215	Included in No. 193.	-	-	-	-
216	Carthage to Statesville, Tennessee, -	Fortnight,	37	1,924	68 00
217	Murfreesborough to Statesville, Tennessee, -	Fortnight,	23	1,196	160 00
218	Not carried, - - -	-	37		
219	Not in operation, - - -	-	51		
220	Sparta, Tennessee, to Tompkinsville, Kentucky, -	Fortnight,	67	3,474	220 00
221	Included in No. 195.	-	20		
222	Knoxville, Tennessee, to Rossville, Georgia, -	Once,	111	11,544	600 00
223	Morgantown, Tennessee, to Carnesville, Georgia, -	Fortnight,	160	8,320	600 00
224	Campbell's Station to Athens, Tennessee, -	Once,	38	3,952	240 00
225	Monticello, Kentucky, to Sparta, Tennessee, -	Once,	85	8,840	440 00
226	Nashville to Jackson, Tennessee, -	Once,	154	16,016	775 00
227	Jackson to Memphis, Tennessee, -	Fortnight,	115	5,980	600 00
228	Charlotte to Reynoldsburg, Tennessee, -	Fortnight,	91	4,732	200 00
229	Columbia, Tennessee, to Hopkinsville, Kentucky, -	Once,	114	11,856	438 80
230	Nashville, Tennessee, to Russellville, Alabama, -	Thrice,	132	41,184	3,500 00
231	Columbia to Waynesborough, Tennessee, -	Fortnight,	50	2,600	275 00
232	Columbia, Tennessee, to Huntsville, Alabama, -	Once,	77	8,008	600 00
233	Columbia to Shelbyville, Tennessee, -	Fortnight,	40	2,080	Pd on No. 231
234	Springfield to Clarksville, Tennessee, -	Once,	29	1,508	180 00
235	Clarksville to Dover, Tennessee, -	Fortnight,	34	1,768	240 00
236	Nashville to Winchester, -	Once,	83	8,632	550 00
237	Nashville to Clarksville, Tennessee, -	Once,	44	4,576	190 00
238	Winchester, Tennessee, to Athens, Georgia, -	Fortnight,	232	12,064	1,021 50
239	Godfrey's Ferry to Georgetown, South Carolina, -	Daily,	38	27,740	2,750 00
240	Georgetown to Charleston, South Carolina, -	Daily,	61	44,530	5,000 00
241	Charleston to Perrysburg, South Carolina, -	Daily,	93	67,160	8,000 00
242	Included in No. 276.	-	-	-	-
243	Columbia, South Carolina, to Augusta, Georgia, -	Thrice,	81	25,272	4,500 00
244	Marion C. H. to Cheraw C. H. by Marlborough and Brownsville, to Marion C. H. -	Once,	117	6,084	1,168 00
245	Chesterfield C. H. to Lancaster C. H., South Carolina, -	Fortnight,	44	2,288	150 00
246	Marion C. H. South Carolina, to Wilmington, by Whitesville and Fairbluff, to Marion, -	Fortnight,	238	6,188	600 00
247	Wadesborough, North Carolina, to Godfrey's Ferry, -	Once,	82	8,528	Pd on No. 248
248	Darlington C. H. to Sumpterville, South Carolina, -	Fortnight,	75	3,900	300 00
249	Georgetown to Conwayborough, South Carolina, -	Fortnight,	42	2,184	170 00
250	Charleston, South Carolina, to Camden, by Nelson's Ferry, to Pinesville and to Charleston, -	Twice,	197	20,488	2,000 00
251	Camden, South Carolina, to York, South Carolina, -	Once,	77	8,008	870 40
252	Lewisville to Lancaster C. H., South Carolina, -	Fortnight,	26	1,352	150 00
253	China Grove, South Carolina, to Statesburg, S. Carolina, -	Once,	82	8,528	650 00
254	Charleston to Columbia, South Carolina, -	Twice,	121	25,168	3,750 00
255	Columbia to Pease Store, -	Once,	38	3,952	350 00
256	Columbia to Laurens, South Carolina, and Greenville, -	Once,	125	13,000	1,200 00
257	Greenville, South Carolina, to Ashville, North Carolina, -	Once,	68	7,072	376 84
258	Laurens C. H. to Powelton, Georgia, -	Once,	110	11,440	1,600 00
259	Union C. H., South Carolina, to Spartanburg, by Hancock, to Union C. H. -	Once,	68	7,072	200 00
260	York C. H., South Carolina, to Lincolnton, N. Carolina, -	Fortnight,	39	2,028	150 00
261	York C. H., South Carolina, to Murraysville, N. Carolina, -	Fortnight,	80	4,160	491 00
262	Columbia to York C. H., South Carolina, -	Once,	80	8,320	500 00
263	Columbia to Greenville, by Stoneville and Springhill, to Columbia, -	Once,	243	12,636	665 00
264	Richardson's Tavern to Chester C. H. -	Fortnight,	70	3,640	268 00
265	Spartanburg, South Carolina, to Carnesville, by Hut-ton's Ford and Greenville, to Spartanburg, -	Once,	140	7,380	499 00
266	Edgefield C. H. to Pendleton C. H. -	Once,	103	10,712	625 00
267	Greenville C. H. to Greenville, -	Fortnight,	97	1,592	300 00
268	Edgefield C. H. to Pendleton C. H. -	Once,	115	11,960	702 00
269	Pendleton C. H. to Secona, -	Fortnight,	18	936	144 00
270	Andersonville to Houstonville, South Carolina, -	Fortnight,	33	1,664	125 00
271	Not carried, - - -	-	4		
272	Belfast to Cambridge, South Carolina, -	Once,	25	2,600	156 00
273	Cambridge to Pickensville, South Carolina, -	Fortnight,	64	3,328	250 00

STATEMENT—Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
274	Charleston to Hamburg, South Carolina.	Once,	119	15,496	\$1,000 00
275	Petersburg, Georgia, to Willington, South Carolina.	Once,	7	728	110 00
276	Savannah, Georgia, to Augusta, Georgia.	Once,	132	12,688	4,000 00
277	Pocotaligo to Beaufort, South Carolina.	Twice,	22	4,576	500 00
278	Savannah, Georgia, to St. Mary's, Georgia.	Twice,	132	27,456	3,500 00
279	Sunbury, Georgia, to Brunswick, Georgia.	Once,	61	1,341	
280	Not in operation.	-	23		
281	Savannah to Augusta, Georgia.	Thrice,	130	40,560	2,500 00
282	Louisville, Georgia, to Savannah, Georgia.	Fortnight.	136	7,072	600 00
283	Augusta, Georgia, to Carnesville, Georgia.	Once,	108	11,232	700 00
284	Elberton to Ruckersville, Georgia.	Once,	7	728	240 00
285	Augusta to Athens, Georgia.	Twice,	97	20,176	2,500 00
286	Augusta to Milledgeville, Georgia.	Thrice,	90	27,080	3,000 00
287	Milledgeville to Coweta, Georgia.	Twice,	123	25,584	3,000 00
288	Clinton to Madison, Georgia.	Fortnight.	50	2,600	175 00
289	Waynesborough to Madison, Georgia.	}	Once,	139	14,456
290	Waynesborough to Madison, Georgia.				
290a	Powelson to Madison, Georgia.	Once,	41	4,264	280 00
291	Powelson to Monticello.	Once,	53	5,512	450 00
292	Eatonton to Hurricane Shoals, Georgia.	Once,	86	8,944	600 00
293	Carnesville to Gainesville, Georgia.	Fortnight.	45	2,340	200 00
294	Washington, Georgia, to Danielsville, Georgia.	Once,	87	9,048	400 00
295	Carnesville to Claytonville.	Fortnight.	54	2,808	250 00
296	Monticello to Gainesville, Georgia.	Once,	97	10,088	943 20
297	Milledgeville to Athens, Georgia.	Once,	73	7,592	595 00
298	Milledgeville to Carnesville.	Once,	110	11,440	744 00
299	Milledgeville to Hartford.	Once,	66	6,864	350 00
300	Hartford to Ashley's Mills, Georgia.	Fortnight.	52	2,704	200 80
301	Milledgeville to Montgomery, Georgia.	Once,	82	8,528	600 00
302	Montgomery C. H. to Darien, Georgia.	Fortnight.	112	5,824	800 00
303	Milledgeville to Monticello, by Stanford to Milledgeville.	Once,	74	3,848	437 48
304	Milledgeville to Louisville, Georgia.	Once,	60	6,210	400 00
305	Not carried.	-	50		
306	Laurensville to Fayetteville, Georgia.	Fortnight.	60	3,120	200 00
307	Huntsville to Tusculosa, Alabama.	Thrice,	77	24,024	3,500 00
308	Russellville, Alabama, to Columbus, Missouri.	Thrice,	100	31,200	4,500 00
309	Huntsville to Decatur, by Summerville to Huntsville.	Once,	74	3,848	592 00
310	Courtland to Moulton, Alabama.	Once,	12	1,248	140 00
311	Included in No. 192.	-	-	-	-
312	Huntsville to Bellfont, Alabama.	Fortnight.	65	3,380	600 00
313	Huntsville to Tusculosa, Alabama.	Once,	186	19,344	1,560 00
314	Huntsville to Bennington, Alabama.	Once,	68	7,072	450 00
315	Bennington, Alabama, to Centreville, Alabama.	Once,	106	11,024	636 00
316	Centreville to Cahaba, Alabama.	Once,	57	5,928	342 00
317	Shelby C. H. to Elytown, Alabama.	Fortnight.	18	936	90 00
318	Fort Mitchell to Evansville, Georgia.	Twice,	70	14,560	1,800 00
319	Evansville to Butler C. H., Alabama.	Twice,	82	17,056	2,400 00
320	Montgomery to Cahaba, thence by Salem to Montgomery.	Twice,	130	13,520	1,600 00
321	Augusta to Centreville, Alabama.	Fortnight.	80	4,160	400 00
322	Centreville to Tusculosa, Alabama.	Once,	40	4,160	312 00
323	Cahaba to Claiborne, Alabama.	Once,	89	9,256	1,000 00
324	Butler C. H. to Burnt Corn.	Twice,	68	14,144	1,525 00
325	Cahaba to St. Stephen's, Alabama.	Fortnight.	40	2,080	1,100 00
326	Burnt Corn Springs to St. Stephen's, Alabama.	Twice,	64	13,312	1,200 00
327	Centreville to Roberts.	Fortnight.	149	7,748	1,300 00
328	Roberts to St. Stephen's.	Fortnight.	48	2,496	400 00
329	Burnt Corn Springs to Fort Crawford, Alabama.	Twice,	64	13,312	328 00
330	Not carried.	-	56		
331	Claiborne to Blakely, Alabama.	Twice,	75	15,600	1,500 00
332	Blakely to Mobile, Alabama.	Twice,	12	2,496	500 00
333	Mobile to Jackson C. H., Alabama.	Fortnight.	50	2,600	144 00
334	Not carried.	-	60		
335	Columbia to Choctaw Agency, Mississippi.	Thrice,	22	6,864	2,600 00
336	Choctaw Agency to Duake's Stand, Mississippi.	Thrice,	80	24,960	2,774 00
337	Duake's Stand to Rocky Springs, Mississippi.	Thrice,	87	27,144	3,210 00
338	Rocky Springs to Natchez, Mississippi.	Thrice,	64	19,968	3,000 00
339	Natchez to New Orleans.	Thrice,	207	64,580	11,000 00
340	Washington to Monroe, Mississippi.	Fortnight.	145	7,540	800 00
341	Monroe, Mississippi, to St. Stephen's, Alabama.	Fortnight.	106	5,512	700 00
342	Winchester to Columbia, Mississippi.	Fortnight.	90	4,680	550 00
343	Green C. H. to Covington C. H., Mississippi.	Fortnight.	67	3,484	336 00
344	Tusculosa, Alabama, to Cottonport, Mississippi.	Once,	127	13,208	1,200 00
345	Choctaw Agency to Columbia.	Once,	112	11,648	550 00
346	Rocky Springs to Walnut Hills, Mississippi.	Fortnight.	29	1,508	300 00
347	Woodville to Pinkneyville, Mississippi.	Thrice,	13	4,056	215 00
348	St. Stephen's, Alabama, to Fordsville, Mississippi.	Once,	140	14,560	1,500 00
349	Fordsville, Mississippi, to Shieldsboro',	Fortnight.	84	4,368	350 00
350	Woodsville to Fordsville, Mississippi.	Once,	113	11,752	900 00
351	Port Gibson to Liberty, Mississippi.	-	68		
352	{ Included in No. 339.				
353					
354	Fordsville, Mississippi, to Madisonville, Louisiana.	Once,	47	4,888	500 00
355	Madisonville to New Orleans, Louisiana.	Once,	38	3,952	1,400 00
356	New Orleans to Balize.	Once,	117	12,168	1,000 00

STATEMENT--Continued.

No.	Routes.	How often carried in a week.	Extent of miles.	Annual transportation.	Expense per year.
357	Blanchardsville to Opelousas, Louisiana.	Once,	149	15,496	\$1,400 00
358	Opelousas to Alexandria, Louisiana.	Fortnight,	86	4,472	962 04
358a	Avoyelles to Alexandria, Louisiana.	Once,	50	5,200	200 00
359	Pinckneyville, Mississippi, to Avoyell, Louisiana.	Once,	49	5,096	974 00
360	Donaldsonville to Interior Parish.	Once,	38	3,952	200 00
361	Natchez, Mississippi, to Alexandria, Louisiana.	Once,	101	10,504	1,500 00
362	Harrisonburg to Monroe.	Once,	77	8,008	600 00
363	Alexandria to Natchitoches, Louisiana.	Once,	81	8,424	775 00
364	St. Francisville, Louisiana, to Madisonville.	Once,	118	12,272	1,719 80
365	Claiborne, Alabama, and Roadforks to Pensacola.	Once,	94	9,776	1,200 00
366	Not in operation.	-	460	-	-
367	Jefferson, Georgia, to St. Augustine, East Florida.	Once,	97	10,088	1,040 00
368	Not in operation.	-	170	-	-
17	Danielsville to Chesnut Hill, Virginia.	Once,	46	4,784	275 00
19	Union C. H. to Guyandotte, Virginia.	Fortnight,	198	10,296	745 00
20	Boonsboro' to Grayson C. H., Virginia.	Fortnight,	47	2,444	206 80
21	Hull's Store to Pocahontas C. H., Virginia.	Once,	35	3,640	150 00
22	New London to Leesville, Virginia.	Once,	18	1,872	92 00
23	Richmond, Powhatan C. H. to Farmville.	Once,	82	8,526	350 00
25	Norfolk, Virginia, to Fayetteville, North Carolina.	Once,	255	26,520	2,500 00
26	Cheraw to Coburn's Store, North Carolina.	-	30	-	-
27	York to Spartanburg, South Carolina.	Once,	50	5,200	248 00
28	Covington to Fort Hawkins, Georgia.	-	79	-	-
29	Hartford to Sparta, Tennessee.	-	180	-	-
30	Sparta to Pikeville, Tennessee.	Once,	35	3,640	195 00
30a	Bellfont, Alabama, to Jasper, Tennessee.	Once,	20	2,080	150 00
31	Athens, Tennessee, to Springplace, Alabama.	Fortnight,	40	2,080	145 00
32	Columbia, Tennessee, to Jackson, Tennessee.	Fortnight,	202	10,504	650 00
33	Dover to Paris, Tennessee.	Fortnight,	50	2,600	350 00
34	Greensboro' to Pickens C. H.	-	97	-	-
35	St. Stephen's to Mobile.	Once,	70	7,280	800 00
36	Cahawba, Arkansas, to Greenville.	Once,	70	7,280	600 00
37	Not carried. (Same as No. 366.)	-	-	-	-
62	Baton Rouge to Opelousas, Louisiana.	Once,	39	4,056	800 00
	Fort Hawkins to Butler C. H.	-	230	-	-
	Columbia, Tennessee, to Jackson, Mississippi.	-	367	-	-
	Columbus to New Orleans.	-	300	-	-
	New Orleans to Pensacola.	-	250	-	-
PRIVATE ROUTES.					
	Fort Wayne to Green Bay.	Once a mo.	300	7,200	86 00
	Detroit to Michilimackinac.	Once a mo.	250	6,000	102 00
	Fawcett's Store to Mason Hall.	Once,	12	1,248	13 00
	Bainbridge to Tusculum.	Once,	8	832	27 00
	Newcastle to Newark, Delaware.	Twice,	10	2,080	182 00
	Tecumseh to Monroe, Michigan.	Once,	30	-	-
	Chillicothe to Wilmington, Ohio.	Once,	50	5,200	50 00
	Priestford Bridge to Hartford, Maryland.	-	-	-	-
	Willink to Holland, New York.	Once,	8	832	12 00
	Troy, Vermont, to Kellyvale.	Once,	6	624	13 00
	Fredonia to Jamestown.	Once,	95	-	-
	Clarendon to Byron.	Once,	8	832	27 00
	Danville to Angelica, New York.	Once,	30	3,120	21 00
	Stockbridge, New York, to Vernon.	Once,	10	-	-
	Orleans to Brownsville.	Once,	40	4,160	80 00
	Hamburg to Hanover.	Once,	25	2,600	68 00
Whole amount,			79,140	10,380,316	737,164 08

[18th Congress.]

No. 57.

[2d Session.]

MAIL BETWEEN BALTIMORE AND PHILADELPHIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 31, 1825.

POST OFFICE DEPARTMENT, January 29, 1825.

SIR:

In obedience to a resolution of the House of Representatives of the United States, of the 24th instant, which directed that the memorial of sundry citizens of the State of Maryland, upon the subject of transporting the United States' mail between the cities of Baltimore and Philadelphia, should be referred to the Postmaster General, with instructions to report to the House what provisions are necessary, by law, if any, to remove the evil complained of by the petitioners, I have the honor to state, that, during a considerable part of the winter and spring seasons of the year, when the weather is mild, the great mail route between the above cities is so bad as to render the rapid movement of the stages upon it impracticable.

As there is but little travel on the greater part of this route, when the steamboats ply upon the Chesapeake and Delaware, the necessary repairs upon it have been almost wholly neglected for some years past. But, if this road

were turnpiked the entire distance, the crossing of the Susquehannah at Havre-de-Grace, which is more than a mile wide, will always impede, and frequently stop, the progress of the mail. High winds sometimes render an attempt to cross extremely hazardous; but floating ice, in the winter and spring seasons, forms the most serious obstacle. Although the utmost exertions are always used by experienced ferrymen, the boat is frequently several hours in crossing with the mail. The time of crossing at this season is in the night, and frequently the darkness is so great that the ferrymen have no other guide than the sounding of horns. The Northeast, Big Elk, and Little Elk are often impassable on this route immediately after a heavy rain. These streams rise suddenly, and their currents are so rapid when swollen, that to cross them is very dangerous. Last winter, in crossing them, as well as the Susquehannah, the mail was near being lost several times. At one time one of the stage horses was drowned, and the others, with the mail, were saved by very great exertions.

The only effectual remedy to avoid delays at these rivers would be to construct bridges over them. Northeast, Big Elk, and Little Elk might be bridged at a small expense, but a bridge over the Susquehannah, at Havre-de-Grace, if practicable, could not be seriously contemplated by any one, when the bridge at Port Deposit stands only six miles above. This bridge has been constructed at an expense of about one hundred and eighty thousand dollars, and is represented to be of good materials and superior workmanship. When it was built, a turnpike road was contemplated to it from Baltimore, on nearly a direct line; thence, by the way of Newark to Staunton, through which the present mail route passes. By actual survey, this route, from Staunton to Baltimore, is about one mile shorter than the road by Havre-de-Grace.

The "Baltimore and Rock Run Turnpike Company," after constructing the bridge at Port Deposit, ceased further to prosecute their designs. No part of the turnpike has been made. Several roads lead from Baltimore to this bridge, and thence to intersect the present mail route eastwardly; but it is understood that none of them are in a condition to admit of stages.

From Staunton to Baltimore, on the route surveyed by the way of the bridge, it is fifty-seven miles and a half. It will not, however, be necessary to construct a road the whole of this distance, should it be deemed proper to establish the great mail route by the way of the bridge. The Baltimore and Havre-de-Grace turnpike runs nearly on the proper direction to the Great Gunpowder, a distance from Baltimore of thirteen miles; from thence to the bridge, the ground is represented to be level, and such as will admit of a road at a small expense. From the bridge to Staunton is twenty-six miles. To pass from the bridge, by the way of Elkton, would increase the distance to Staunton four miles. Should this route be preferred, it would be only necessary to make a road from the bridge to Elkton, a distance of about seventeen miles.

The road from Elkton to Staunton has been turnpiked. If a road of thirty-five or six miles in length, estimating the distance on both sides of the Susquehannah, were constructed, and bridges thrown over Big Elk and Little Elk, all obstructions to the rapid and regular transmission of the mail between Baltimore and Philadelphia would be removed. The road from the bridge at Port Deposit to Elkton would cross the Northeast creek at Gilpin's bridge.

The distance from Baltimore to Philadelphia, by the way of Port Deposit bridge and Elkton, would not be increased over the present mail route more than three miles.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

The Hon. HENRY CLAY, *Speaker of the House of Representatives.*

To the honorable the Senate and House of Representatives of the United States in Congress assembled: The petition of the undersigned citizens of the State of Maryland respectfully sheweth:

That your petitioners, in common with a great portion of the citizens of the States east and south of Maryland, experience great inconvenience, and are liable to great commercial injury and loss, from the delays which frequently occur, during every winter season, in the transmission of the mail between Philadelphia and Baltimore, chiefly on that part of the post road in this State, and more particularly from the difficulty of crossing the river Susquehannah, when its passage is impeded by ice. Your petitioners have reason to believe that such delays could be wholly prevented if a change were made in the course of the post road, so that the Susquehannah might be passed over by a bridge; and that, by such a change, the road would be formed upon much better ground, would be more easily kept in repair, and the distance shortened. Your petitioners conceive that such a change in the post road from Baltimore to Philadelphia would, if properly constructed, be so beneficial to a large portion of the citizens of the United States, and so generally useful as an internal improvement, as to justify their expectation that it may be effected at the expense and under the direction of the General Government. They therefore respectfully pray that an adequate appropriation may be made for the purpose, to be applied in such a manner as you in your wisdom shall deem best calculated to produce the desired effect.

And your petitioners will ever pray.

19th CONGRESS.]

No. 58.

[1st Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 6, 1825.

SIR:

POST OFFICE DEPARTMENT. November 24, 1825.

I have the honor to submit to you the following statement respecting the condition of this Department.
Very respectfully, your obedient servant,

JOHN McLEAN.

The PRESIDENT OF THE UNITED STATES.

As stated in my report of the 17th November, 1823, there was a deficiency of receipts to meet the current expenses of this Department, for the three years preceding the 1st April, 1823, of \$262,821 46.

The same report stated the expenditures as exceeding the receipts for the year ending on the 1st July, 1823, by \$55,540 39.

The expenditures for the year ending 1st July, 1824, amounted to - - - \$1,169,198 91
There was received for postage during the same time, - - - 1,156,811 56

\$12,387 35

Which shows a balance of expenditure over the receipts of twelve thousand three hundred and eighty-seven dollars and thirty-five cents.

The receipts for the year ending 1st July, 1825, were	-	-	-	-	\$1,252,061 32
The expenditures were	-	-	-	-	1,206,584 42
					<u>\$45,476 90</u>

Leaving a balance of receipts above the expenditures of forty-five thousand four hundred and seventy-six dollars and ninety cents.

The following will show the increase of receipts for the years specified:					
For the year ending 1st July, 1823, the receipts were	-	-	-	-	\$1,114,345 12
For the year ending 1st July, 1824, -	-	-	-	-	1,156,811 56
Increase of receipts, -	-	-	-	-	<u>\$42,466 44</u>
The receipts for the year ending 1st July, 1824, as above, -	-	-	-	-	\$1,156,811 56
The receipts for the year ending 1st July, 1825, were -	-	-	-	-	1,252,061 32
Increase of receipts, -	-	-	-	-	<u>\$95,249 76</u>

In making the contracts in the fall of the year 1823, there was a reduction of expenditure, though an increase of mail accommodation was given of \$47,821 12. This sum may, therefore, be added to the increased receipts, as it was an augmentation of the means of the Department.

Increase of the year ending 1st July, 1824, -	-	-	-	-	\$42,466 44
Increase of the year ending 1st July, 1825, -	-	-	-	-	95,249 76
Reduction of expenditure, -	-	-	-	-	47,821 12
					<u>\$185,537 32</u>

Showing an improvement in the pecuniary affairs of the Department, for the year ending 1st July, 1825, compared with the year ending 1st July, 1823, of one hundred and eighty-five thousand five hundred and thirty-seven dollars and thirty-two cents.

Since my report of the 30th November, 1824, contracts have been made for an additional transportation of the mail of 1,033,703 miles, annually. Six hundred and thirteen thousand and twenty-four miles of this transportation will be effected in stages; the residue on horseback, or in sulkeys.

This service has been contracted for at an expense of \$58,012 42. As almost the whole of this expense has been incurred since the 1st of July last, but a small part of it appears in the expenditures for the year ending on that day.

In my last report, the increased transportation of the mail since the 1st July, 1823, up to that time, was stated at 495,118 miles. Three hundred and seventy-four thousand two hundred and seventy miles of this distance the mail is conveyed in stages.

The increase of the transportation of the mail, since the 1st July, 1823, amounts to 1,528,821 miles, annually, a distance nearly equal to one-sixth of its annual transportation throughout the Union previous to that time, and only falling short about 200,000 miles per annum of its entire conveyance in the year 1797.

Such has been the accession of receipts for postage, that the additional expenditure required by this extension of the mail will be met without difficulty; and if Congress should think proper to relieve the Treasury from all charge on account of this Department, the usual appropriations may be drawn from its own funds.

Since the 1st July, 1823, there have been established 1,040 post offices, a greater number than existed in the Union in the year 1801.

Suits have been commenced on the balances standing against late postmasters before the 1st July, 1823, where there existed any probability of collecting the whole or a part from the principal or his sureties.

It was stated in the report of 17th November, 1823, that there was due to the Department, from postmasters, late postmasters, and contractors, on the 1st July, 1823, \$391,994 59; and in the same report it was estimated that not more than \$250,000 of this sum could be collected. The progress that has since been made in adjusting these balances goes to confirm the accuracy of this estimate.

The amount, therefore, due to the Department on the 1st July last, the greater part of which must be realized from the old balances, by the sale of property on execution, may be stated at - \$250,000 00

To this sum should be added the excess of receipts over the expenditures for the year ending 1st July, 1825, after deducting therefrom \$12,387 35, the deficiency of receipts to meet the expenditures for the previous year, - 33,089 55

Making the total sum of - \$883,089 55

A law was passed at the last session of Congress, authorizing the Postmaster General, under certain restrictions, to discontinue any mail route which shall have been in operation three years, and the receipts on which do not equal one-fourth of the expense. As this provision does not take effect until three years after the passage of the act, it affords no immediate relief from the expenditure of money on unproductive routes.

With the exception of some routes which connect important districts of country, the expenditure ought always to bear a just proportion of the receipts. No fairer criterion of the inutility of a mail route can be afforded than its failure to pay a reasonable proportion of the expense.

On some routes, the mail bag is often carried when it does not contain a single letter or newspaper; and where this is not the case, the expense of transporting the mail, on many routes, is from ten to twenty times greater than the receipts. Both the justice and policy of such expenditures may well be questioned. A discontinuance of unproductive routes, which afford little or no accommodation, would save from \$40,000 to \$50,000 annually. This sum, judiciously appropriated, would give much public accommodation, and would be the means of increasing the receipts of the Department.

Some losses of money transmitted in the mail have occurred within the past year, but it is believed that the sums have been smaller, and the instances more rare, than have taken place within the same period for many years; and it is a fact important to be known that, for eighteen months past, very few depredators upon the mail have escaped detection. By permitting the large portmanteaus to be opened only at the important offices, and having them secured by locks differing from those used on the waybags, greater safety has been given to the mail.

In the operations of this Department, there are between 15 and 20,000 agents employed. That these should all act with the promptitude and decision of a well-disciplined military corps, is not to be expected; but it is believed that, with some exceptions, they exhibit an energetic attention in the discharge of their multifarious duties, creditable to themselves, and advantageous to the public. The quarterly returns of postmasters are now made with great punctuality, and they seldom fail to pay the drafts of the Department.

19th CONGRESS.]

No. 59.

[1st Session.]

DEFALCATION OF A DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 2, 1826.

Mr. INGHAM, from the Committee on the Post Office and Post Roads, to whom was referred the petition of Samuel B. Crocket, late a postmaster at Frankfort, Kentucky, reported:

That the petitioner prays to be released from the payment of a judgment for the sum of \$1,827 01 obtained against him at the suit of the Postmaster General. The ground on which the petitioner asks relief is, that he had been authorized by the custom of the country to receive postages in the notes of the Bank of Kentucky, of which he had a considerable sum in hand at the time that bank stopped payment, viz. on the 31st of December, 1819, by which he was compelled to pay subsequent drafts from the General Post Office at an advance upon the Kentucky Bank notes of from fifty to one hundred per cent.

It is not improbable that the petitioner may have sustained some loss by the cause above stated, but there is no evidence before the committee showing the amount of Kentucky Bank notes on hand, or his deposits in that bank at the time of its failure, or of the rate of depreciation of those notes; but it appears, from the documents furnished by the petitioner, that, had the balance been struck between him and the General Post Office Department on the day of the failure of the bank, he would have been indebted in the sum of \$1,999 79; and, had the whole of this sum been in hand, in Kentucky Bank notes, on that day, (which is not alleged, nor at all probable,) and the depreciation of those notes been at the current rate stated by the petitioner, viz. fifty per cent., his only loss would have been half the amount of the above balance, *provided he had paid it up*. This balance was, however, subsequently reduced to only \$1,395 54; and the only loss which the petitioner could, in any event, have sustained by the causes alleged would have been the depreciation on the difference between \$1,999 79 and \$1,395 54, viz. \$604 25, which, at fifty per cent., would have occasioned a loss of \$302 12½. It is impossible, therefore, for the committee to agree to the petitioner's conclusion that he has been compelled to pay more than was due to the General Post Office Department, even according to his own premises. But this question involves a principle which ought not to be lost sight of in determining all similar cases.

The constitution requires that "all duties, imposts, and excises shall be uniform throughout the United States." Postage duties are undoubtedly embraced in this provision; and Congress has declared, by a resolution passed 20th April, 1816, that "no duties, taxes, debts, or sums of money, accruing or becoming payable to the United States, ought to be collected or received otherwise than in the legal currency of the United States, or treasury notes, or notes of the Bank of the United States, or in notes of banks which are payable, and paid on demand, in the said legal currency of the United States." Then, in order to preserve the uniformity of the taxes, duties, &c., it is required that they shall be paid in the currency of the same character in every part of the Union. In this case, the petitioner became indebted to the United States for the amount of the postage duties received by him, which could only be paid in the description of money prescribed by the resolution of Congress; and now, to release him from the payment of the judgment, on the ground which the application rests upon, would be to infringe the uniformity of obligation imposed upon public debtors by the aforesaid resolution, if not indirectly to violate a very sacred provision of the constitution; for, if a collector shall be permitted to pay over duties to the Government in notes not equal to the legal currency of the United States, how much more strongly might other debtors, and those who had duties to pay, claim the right to pay their dues in the same description of paper? And it could not be pretended that duties, &c. were uniform when they were thus paid in currencies of unequal value, having no reference to any generally established standard whatever. These principles, in the opinion of the committee, decide this case conclusively against the petitioner; and they submit the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

19th CONGRESS.]

No. 60.

[1st Session.]

EXTRA ALLOWANCE MADE TO A MAIL CONTRACTOR.

COMMUNICATED TO THE SENATE, MARCH 13, 1826.

Mr. JOHNSTON, from the Committee on the Post Office and Post Roads, to whom was referred the petition of John Donly, made the following report:

John Donly was the mail contractor from Nashville, Tennessee, to Columbus, in Mississippi. In 1820, the mail having greatly increased, so as to require one, and often two additional horses to transport it, application was made to the Postmaster General, Mr. Meigs, and, in consideration of all the circumstances, the fidelity and vigilance of the contractor, but particularly the increased size of the mail, and increased difficulty and expense of carrying it, it was agreed at the Department to extend to him an additional allowance of \$1,000. Mr. Meigs, in a letter dated 5th of July of that year, to the Hon. Newton Cannon, a member of the House of Representatives, remarks:

"In reply to your letter of the 3d, on behalf of John Donly, I have the honor to observe, that when I contracted with Mr. Donly, I made him an allowance of \$1,000, to compensate him for a led horse; and his mail has *manifestly* so much increased as to require *another led horse*, and sometimes *two led horses*, or one led with each of the three mails. I am satisfied it will be proper to make him, for *this year*, a further allowance of \$1,000 a year; the additional allowance to take date January 1, 1820.

"R. J. MEIGS."

On the authority of this letter, Mr. Donly inferred that the allowance made to him was not merely for the year 1820, but would, in fact, be continued during the years 1821 and 1822; for which his present application is made. Besides this, he states that Colonel Cannon assured him that such was the intention and design of Mr. Meigs. Thus impressed, he continued to carry the mail, and knew nothing against the impression he had received from Colonel Cannon and the letter of Mr. Meigs until the latter part of the year 1821, when Mr. Bradley informed him the allowance heretofore made could not be extended for that year. In consequence of this, shortly afterwards Mr. Donly informed the Department that he would be unable to carry the mail, and requested that their agent in Tennessee might be instructed to make a new contract, and to discharge him.

This was agreed to, and accordingly Mr. Bradley instructed Mr. Neale, at Huntsville, to enter into a new contract, and to discharge Mr. Donly. The agent, on seeing Donly, showed him the letter of Bradley; but neither the one nor the other of them could decipher the figures made, and at which the contract was authorized to be entered into. If it were \$5,050, as is now asserted, then Mr. Donly was unwilling to do else than surrender directly his contract; but if (as both supposed it might be) it was \$6,050, then, it being the increased sum he desired, he was willing to continue the contract. In this doubt, it was agreed that Mr. Donly should continue to carry the mail until the Postmaster General could be written to, and an answer received. Accordingly, Mr. Neale, in his letter dated 13th March, 1822, remarks: "I experience some difficulty in deciphering your figures, as to the sum to which I was limited in making a new contract, whether it was \$5,050, or \$6,050; should I be instructed to make a new contract, please explain."

To this letter no answer was ever returned, and, owing to this circumstance, Mr. Neale (the agent) inferred, as any one else might have done, that it was intended that Mr. Donly should carry the mail, and receive the additional allowance of \$1,000.

In a letter dated January 11, 1825, addressed to Mr. McLean, Postmaster General, Mr. Neale says:

DEAR SIR:

HUNTSVILLE, January 11, 1825.

In the letter from Mr. Meigs, the 11th February, 1822, requesting me to make a new contract for carrying the mail from Nashville to Columbus, 235 miles, the figures were so badly made, that I could not tell what they were. We agreed to defer the contract until I could hear from the General Post Office Department. I did not hear from the Department, and I concluded, from the figures, that Mr. Meigs was willing to give Mr. Donly the sum which he was contending for.

Mr. Meigs's letter to the Honorable N. Cannon, of February 5, 1820, induced me to believe that there was a misunderstanding between Mr. Meigs and Mr. Donly; in consequence of which I made no contract with Mr. Donly, but waited an answer from the General Post Office Department; which answer I did not receive.

I am yours, &c.

JOHN P. NEALE.

JOHN McLEAN, Esq., *Postmaster General, Washington.*

I am, Sir, under a view of all the circumstances, think with Mr. McLean, the Postmaster General, that it is the duty of the Government to exercise the equitable discretion of Congress, and, thinking it founded on justice, and that the paternal policy of the Government should ever, in cases of such strong equity, lean in favor of the claimant, cannot distrust that conclusion in a case like this, where both the equity and justice are so plainly marked; they therefore beg leave to append to this report a letter from the Postmaster General to Mr. Eaton, of the Senate, explanatory of the merits of this claim, and to report a bill for his relief, embracing compensation for the years 1821 and 1822.

SIR:

POST OFFICE DEPARTMENT, February 11, 1826.

By a careful examination of the facts on which Mr. Donly's claim is founded, I am of the opinion that any remuneration he may be entitled to must be obtained by an exercise of the equitable discretion of Congress.

His contract for the transportation of the mail from Nashville to Columbus commenced with the year 1818, and terminated on the last day of December, 1822. At the beginning of the contract, the fact probably was, as stated by him, that a led horse was not necessary to the conveyance of the mail oftener than every third trip.

It appears, by the letter of the Postmaster General to the Honorable Mr. Cannon, dated on the 5th February, 1820, that when he contracted with Mr. Donly an allowance of \$1,000 was made him for a led horse; and as his mail had manifestly so much increased as to require another led horse, and sometimes two led horses, or one led horse with each of his three mails, he was satisfied that it was proper to make him, for that year, a further allowance of \$1,000 a year, and that the additional allowance was to take date from 1st January, 1820. The language of this note is not entirely clear of all ambiguity, but it appears to me that its import limits the allowance to the year in which it was made, and that the words a year cannot have the important effect of extending the additional pay to the two following years. I admit that, with the progress of time, there was every reason to expect an increase of the bulk and weight of the mail on that route; and that, if there was just ground for the allowance of \$1,000 on account of this increase in the year 1820, the reasons for its continuance through the two succeeding years grew stronger, as the weight of the mail became greater. But I do not feel myself authorized now to investigate the cause which induced my predecessor to pay the additional sum of \$1,000; nor am I at liberty, however strong the equitable considerations may be, to say that the same sum should have been paid annually for the remainder of the contract.

On the 5th October, 1821, a letter was written by Mr. A. Bradley, jun., Assistant Postmaster General, to Mr. Donly, informing him that no extra pay was agreed to be given him that year, and that there was no reason for making him any.

On the 1st February, 1822, Mr. Donly wrote to the Postmaster General, that as the extra allowance made him in 1820 had been refused for the ensuing year, he was determined to surrender his contract after the 2d of March following, unless the increased pay should be continued.

The Postmaster General, on the receipt of this letter, wrote to Mr. Neale, postmaster at Huntsville, authorizing him to make a new contract, and release Mr. Donly. It was proposed to divide the route into two equal parts; and the compensation limited on each was specified. The amount for the proposed allowance for the route between Nashville and the Big Spring was rendered somewhat doubtful, from the manner in which the figures were made; and it seems, from the letter of Mr. Neale, dated 13th March, 1822, to the Postmaster General, that he was at a loss to determine whether the sum was \$5,050, or \$6,050, and he asked instructions on the subject. No answer was given to this letter, and Mr. Donly continued to transport the mail until the close of his contract.

That Mr. Donly was under an impression that the allowance of \$1,000 was designed to be extended to the end of his contract, seems probable from the fact of his charging in his account one-half that sum for the first six months of the year 1821, and his offering to relinquish his contract on the 1st February, 1822, about three months after he was informed that the additional pay would not be extended. It is also probable that he may have been induced to continue his services under the expectation that the sum named in Mr. Neale's letter would be explained to mean \$6,050, which, with the sum proposed for the other route, would be nearly equal to his contract, including the allowance made in 1820. Of these facts I have no other means of judging than that which is common to any other individual who examines the papers; and, if they were fully substantiated, I have determined that it is not within the legal discretion of the Postmaster General to make compensation. It is, however, but an act of justice which Mr. Donly may expect, that I should say he has faithfully performed his engagements with the Department, and, under the most perilous circumstances, has shown the greatest energy and devotion to the public interest.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

HON. J. H. EATON, *Senate.*

19th Congress.]

No. 61.

[1st Session.

FRANKING PRIVILEGE OF DEPUTY POSTMASTERS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 17, 1826.

SIR:

POST OFFICE DEPARTMENT, *March 14, 1826.*

As the abolition of the privilege of franking, at present enjoyed by postmasters, will, like most other measures, be attended by consequences of a mixed nature, the inquiry indicated by the resolution of the House of Representatives of the 16th of January will be best satisfied by ascertaining to which side the balance would probably incline.

One good effect likely to result from the adoption of this measure is, that it would conform to the great principle of justice, in proportioning the compensation of these public agents to the amount of services they respectively perform. This privilege constitutes an integral part of the compensation; but it is obvious that it may well be, and often is, exercised to a greater degree by a postmaster whose office yields fifty or a hundred dollars, and who opens and closes but one mail a week, than by the postmaster at New York, through whose office mails from all parts of the world are incessantly passing. In the most extended, and therefore most favorable view of it, it presents this legislative incongruity, that it is an invariable reward for fluctuating services; while the other element of this compensation, that is, a commission on the receipts of the offices, is as nicely and fairly adjusted to the value of the service rendered as the various situations of postmasters, and the frequent changes in the transportation of the mail, will admit. To establish the compensation entirely on this latter basis would, therefore, form the best connexion between labor and its reward that the case admits of. Another consequence of a favorable description, which the abolition of this privilege would produce, is, that, with the privilege, the abuse of it would cease. The reasons for continuing the privilege appear to be principally the following, which are either such as tend to counteract the advantages on the other side, or are substantive, and unconnected with them. The abuse of the privilege of franking, although not extirpated entirely, is now under a course of vigilant correction, and, from the elevated morality and public spirit exhibited by the postmasters, the belief is cherished that the amount of it will soon be materially reduced. No very accurate estimate can be formed of the sum of postage which this privilege, in its enjoyment by postmasters, covers; but it is apprehended that it does not far fall short or exceed, annually, \$80,000. The extinction of the privilege, however, would not increase the revenue to this amount, for the correspondence of postmasters would be greatly restricted by the loss of the privilege, and would probably not reach half its present value; and would fall short of an equivalent to the additional amount of positive compensation that the suppression of the privilege would require. This, it is feared, would exceed what the means of the Department could justify. In many cases, it would be difficult, if not impracticable, to obtain the services of competent persons for postmasters, if the temptation of the privilege were withdrawn; and from its utility in this respect is derived the strongest reason for its continuance. It may readily be conceived that no rate of compensation in a variety of small offices would command the services and responsibility of intelligent individuals, while the advantage held out by the power of franking seldom fails to command them. Such persons, while they only value a right, are proud of a privilege, and esteem it a far greater reward than any pecuniary compensation that it would be prudent to give, or fair to require. Considering the very great importance of the duties performed by postmasters, their confidential nature, and their great value to the public, it is conceived that no officers under the Government are more penuriously paid for their services than a great majority of them are; and if the privilege should be withdrawn, it is believed that the pecuniary addition, which would be required, to the amount of money they now receive, in order to bring up their compensation to a level, in their estimation, with its present value, would embarrass the operations, impede the utility, and probably exceed the means of the Department.

It will hardly be necessary, after this comparative view of the subject, to say that I consider the abolition of the privilege at present inexpedient.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

19th Congress.]

No. 62.

[1st Session.

ACCELERATION OF THE SOUTHERN MAIL, AND THE MANAGEMENT OF THE POST OFFICE AT WASHINGTON.

COMMUNICATED TO THE SENATE, MAY 20, 1826.

SIR:

POST OFFICE DEPARTMENT, *May 19, 1826.*

In obedience to the resolution of the Senate of the United States directing the Postmaster General to "inquire into the practicability of accelerating the southern mail in its passage to Washington, so that the mail shall be delivered and opened immediately on its arrival, and also that unnecessary delay in the speed of the mail coach on the road be retrenched," I have the honor to state that the mail referred to is transported under contracts made more than three years ago, and which will expire with the present year; that proposals will shortly be published for mail contracts in the Southern States, and, in making them, many important changes are contemplated, which, it is hoped, will greatly add to the facilities of correspondence now enjoyed. These changes cannot be made under the existing contracts, without subjecting the Department to a large additional expenditure; but no doubt is entertained that the competition which will be raised by inviting bids for new contracts will secure to the public many advantages over the present arrangement, without any increase of expense.

The mail is now transported from Charleston to this city, a distance of five hundred and fifty-three miles, in about six days, after deducting the necessary delays at the different post offices. Under the new contracts, this time will be reduced to five days, which is believed to be as great an increase of expedition on this route as the state of the roads renders practicable. In the winter and spring, such is often the condition of a part of this road, that it is extremely difficult to avoid failures at the present rate of travel. It is often beyond the compass of human effort to drive stages, whatever force may be applied to them, with sufficient rapidity to meet the regular hours of arrival; and the mail, of necessity, is placed in carts prepared for that purpose, which the strength of four horses is scarcely able to drag through the mud, in some places from one to two feet deep.

In its passage south during the session of Congress, the great weight of the mail forms a serious obstacle to its speedy transmission. It sometimes requires six or eight large bags to contain it, and weighs not less than twenty-five hundred pounds.

From Richmond to this city, a distance of one hundred and twenty-three miles, the mail by contract is conveyed in twenty-six hours, though it is often delivered into the office here in less than twenty-five hours.

While the navigation of the Potomac is closed, as is generally the case the greater part of the winter, and the mail is necessarily transported on the land route, greater expedition than this is scarcely practicable. It often happens, when the road is bad, that no exertions can perform the trip in the time now allowed.

For some years past, since steamboats have plied between Washington and Potomac creek, near to Fredericksburg, the travel has been withdrawn from the road, and it has been consequently neglected. At that season of the year when it is used for the conveyance of the mail, it is in the worst possible condition, and causes the destruction of many horses.

The arrival of the steamboat at this place is very irregular. It is often impeded by winds, by tides, by fogs on the river, and by casualties, to which every vessel of this kind is more or less subject. Its usual time of arrival is from three to four o'clock in the morning, though sometimes it is delayed until six or seven. By contract, the mail is required to be delivered into the post office here at six o'clock, but the hour has been changed to five. When the boat arrives at two or three o'clock in the morning, which is sometimes the case, an earlier delivery of the mail might be made, though little or no advantage would result to the public from such occasional deliveries.

It is the better policy, in the transportation of the mail, so to regulate its delivery at important points as to combine certainty with celerity. If the acceleration be greater than can be accomplished, except under the most favorable circumstances, the public inconvenience, from frequent failures, will greatly overbalance any occasional advantage.

To the second part of the resolution, which directs "that the Postmaster General cause an inquiry to be instituted into the conduct and management of the post office at Washington," I have the honor to transmit to the Senate a letter from the postmaster, and the answers, under oath, of the clerks employed in that office to interrogatories which are believed to embrace the grounds of complaint. The messengers of both Houses who are charged with the conveyance of letters to the post office are not under the control of this Department. As letters of various sizes and documents of considerable weight are promiscuously thrown into a linen bag at the Capitol, those which have been freshly sealed with wafers are liable to be forced open. The corner of one letter slipping into the fold of another, closed with a wafer not dry, will certainly open it, and may make a small rent in the paper. This, it would appear from the affidavits enclosed, is not an unrequent occurrence. It will be readily admitted that, in any office where many thousand letters are handled daily, the utmost vigilance cannot prevent occasional mistakes. These are sometimes made by the writers of letters, in their superscriptions or otherwise, while for the consequent failure the Department is held responsible.

With great deference I would observe that, on the day on which this resolution was passed by the Senate, the honorable mover sent a letter to the post office for the mail, without any endorsement upon it whatever; and it was only ascertained to be his by comparison with other letters which accompanied it bearing his frank, and folded in the same manner, sealed with similar wax, and the same impression.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

JOHN C. CALHOUN, *Vice President of the United States.*

SIR:

POST OFFICE DEPARTMENT, May 19, 1826.

I wish you to have the following interrogatories answered by the clerks employed in your office, with the least possible delay; and you will please to communicate to the Department any facts embraced by the interrogatories which come within your own knowledge.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

THOMAS MUNROE, Esq., *Postmaster, Washington City.*

Interrogatories to be put to the clerks in the post office at Washington, to be answered under oath.

1st. What number of clerks are usually engaged in opening the southern mail on its arrival? and how soon after its reception are you prepared to deliver letters?

2d. State, in detail, the labor necessary in examining the mail, before any part of it is ready for delivery.

3d. Have you any knowledge of the delay of letters in the Washington post office which are sent here for delivery, or of letters which have been improperly delivered?

4th. Who makes up the southern mail, and at what time is it made up?

5th. By whom are letters and packets delivered into the post office from the Capitol? Are these deliveries made regularly before the departure of the mail by which such letters and packets are to be sent?

6th. Are the letters and packets from the Capitol uniformly delivered into the post office in good order?

7th. Have you any knowledge, either directly or indirectly, of any letter or packet being purposely delayed in your post office, or of its contents, or any part of them, being examined?

8th. Have you any knowledge, either directly or indirectly, of the seal of a letter deposited in your office for the mail being broken, or opened and read, whether sealed or unsealed?

9th. Has any one access to letters in the office except those who are regularly employed, and have been duly sworn?

10th. What is the order in which your business is transacted during the session of Congress? State the average amount of labor daily.

SIR:

POST OFFICE, WASHINGTON, May 20, 1826.

I received your letter yesterday, enclosing interrogatories, ten in number, "to be put to the clerks employed in your [this] office;" and I now have the honor to enclose their answers thereto, under oath, to the truth of which I am willing to add my own affidavit, if required.

Your letter requires that I will "communicate to the Department any facts embraced by the interrogatories which come within your [my] own knowledge;" but, from an attentive reading of the clerks' answers, nothing occurs to me that might be deemed relevant or necessary which these answers do not contain.

I have the honor to be, very respectfully, sir, your most obedient servant,

THOMAS MUNROE.

The Hon. JOHN McLEAN, *Postmaster General.*

Answers to the interrogatories put to the clerks in the post office, Washington, by the Postmaster General.

To 1st. There are in the post office four clerks, and sometimes five, engaged in distributing and assorting the southern mail. There have been, however, some few instances in which a smaller number have been present.

The letters received by the southern mail have generally been ready for delivery in from one hour to one hour and a half after their reception; which reception, during the session of Congress, has generally been at about five A. M.

To 2d. It is necessary, during the time mentioned in the foregoing answer, to open and distribute the mails from the south for the northern post offices; to assort and distribute from one to three bushels of newspapers from the south for the northern post offices; to distribute and arrange the newspapers sent from the offices of the National Intelligencer and National Journal, received generally between five and six o'clock A. M., and from the office of the United States Telegraph, received during the night; to mark with postage, stamp, arrange, and distribute for mailing, the letters, sometimes in great numbers, dropped into the office during the night for the morning's mails; and, that the mail stages and carriers may not be delayed, if avoidable, beyond the hour for their departure as fixed by their contracts, all this labor has been invariably performed before the southern mail for this delivery has been opened and assorted; except, on special applications, particular mails have been examined and letters delivered. In further answer to this interrogatory, it should be stated that, on Sunday, Tuesday, and Saturday mornings, no mail is made up at and despatched from this office but the great northern and eastern mail, which departs every day; that, on Monday morning, the mails for Annapolis and the Eastern Shore of Maryland, and for the post offices in Charles and St. Mary's counties, in Maryland, are made up and despatched; on Wednesday, the mail for Annapolis; on Thursday, the mail for Charles and St. Mary's counties; and, on Friday, a large mail for Annapolis and the Eastern Shore of Maryland; and all of these mails are generally made up and despatched before six o'clock.

To 3d. We do remember some instances in which letters received for this delivery have been delayed, in consequence of being accidentally overlooked when applied for; and that it has sometimes occurred that letters, in the necessary rapidity with which they are assorted and distributed into the boxes provided for their reception—letters for the public Departments and both Houses of Congress—have been thus unintentionally delivered, or sent to the wrong Department or House of Congress, and thereby they have been unavoidably detained, for a short time, from those to whom they have been addressed.

To 4th. All the clerks are generally engaged in the making up of the southern mail. It has been closed, agreeably to the instructions of the Postmaster General, during the present session, at noon; and the time occupied in preparing it for departure has been, according to the magnitude of the mails to be made up, from three-quarters of an hour to one hour and a half.

To 5th. The letters and packets from the Capitol are delivered at the post office by the messengers of the Senate and House of Representatives, respectively, generally about the following times during the day; at noon, at three o'clock P. M., at five P. M., and at eight P. M.; and also commonly immediately after the adjournment of the House of Representatives. The bags in which the letters from Congress are sent contain letters for nearly every mail route, with apparently little regard to the times fixed by the office arrangements for closing the mails.

A large proportion of letters from members of Congress, perhaps a fifth or fourth part of the whole, are usually sent to the office by the servants of boarding-houses; and, in those last cases, reference appears to be had by the writers to the days and hours of closing, but, in a great many instances, such letters have been received, not only after the closing, but after the departure of the mails for which they were intended.

To 6th. The letters and packets from the Capitol are not uniformly delivered at the post office in good order. It has frequently been observed that such letters have been burst open (as was the case in two instances this day) while the wafers were moist; and sometimes we have found the corner of one letter firmly sealed to another, in consequence of its being forced under the fold or seal before the wafer had become dry. Sometimes, too, in rainy weather, a part of the letters in the bags have been so wet as to make it necessary to have them dried before they could be mailed; but, in all cases where the seals were thus broken, the letters have been immediately resealed, without any examination of their contents, and forwarded to their destination.

To 7th. We have no knowledge of any such case as is alluded to in this interrogatory.

To 8th. Letters have sometimes been deposited in the office without superscription or frank, when it has been considered necessary to open and so far examine them as to ascertain the writers' names, or their probable destination; but we aver that in no case has a knowledge of the contents of any packet or letter been unlawfully, or from culpable curiosity, obtained; nor has any part of the contents of letters unsealed or without address, which may have been seen in (warrantably, as we have supposed) endeavoring to ascertain the writers' names, ever been mentioned, or intended to be used or communicated to any person or persons whatsoever, so as to put them in possession of such contents or parts of contents. In some cases, however, we have been enabled to ascertain or conjecture the writers of letters so deposited without superscription, (as was the case a day or two ago, with a letter of Mr. Senator Randolph,) by an acquaintance with their seals, which have been returned to them without being opened.

To 9th. In the hours of business, it unavoidably happens that some persons, not under oath or in the service of the post office, gain access to the post office, and, if so disposed, they might possibly, unobserved by us, lay their hands on letters; yet the utmost watchfulness has been exercised to prevent such persons having access to any letter under our care, and we have no reason to believe that there ever has been a fraudulent act committed in the post office by such persons.

To 10th. The business of this office, besides the labor which is undergone during the first hour or two in the day, as detailed in the answer to the second interrogatory, consists in arranging and mailing letters, packets, and newspapers for the great southern, northern, and western mails, daily; in preparing, in anticipation, during the latter part of the day, every thing which is to be despatched by the next morning's mails; in receiving, opening, and making up several mails for the cross post routes, some three times per week, and others weekly, some of which are of considerable size and importance; in registering the post bills, and keeping up the various accounts of the office, as well with individuals as with the General Post Office Department; and in giving constant attendance, during the hours prescribed by the Postmaster General, in answering various inquiries and the almost incessant applications for letters, &c.

The amount of labor performed daily, being so various and irregular, cannot be accurately stated, but it may, in some degree, be estimated by the fact that, during the sessions of Congress, it is not unusual, besides the immense masses of public documents, newspapers, and packets assorted by us, for near forty thousand letters to be mailed here in a single week, and for those that were free (being about three-fourths of that number) no compensation is allowed, by law or otherwise, though it has been supposed, if not asserted, that two cents for each free letter mailed is allowed; but that allowance is made only for free letters received and delivered here.

GEORGE SWEENEY,
EDWARD DYER,
COLUMBUS MUNROE,
THOS. L. NOYES.

COUNTY OF WASHINGTON, in the District of Columbia, to wit:

On the 20th day of May, in the year 1826, before the undersigned, one of the justices of the peace for the said county, personally appeared George Sweeney, Edward Dyer, Columbus Munroe, and Thomas L. Noyes, clerks in the post office of the city of Washington, and severally made oath on the Holy Evangelists of Almighty God that the answers to the foregoing interrogatories, ten in number, are just and true, to the best of their knowledge and belief.

Sworn before

CHARLES H. W. WHARTON,
Justice of the Peace.

19th CONGRESS.]

No. 63.

[2d SESSION.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 5, 1826.

SIR:

POST OFFICE DEPARTMENT, *November 18, 1826.*

I have the honor to submit to you a statement of the operations of this Department for the year ending the 1st July last.

Very respectfully, your obedient servant,

JOHN McLEAN.

THE PRESIDENT OF THE UNITED STATES.

POST OFFICE DEPARTMENT, *November 18, 1826.*

Within the year ending on the 1st July, 1825, there was received for postage the sum of	-	\$1,252,061 32
The expenditures during that year were -	-	1,206,594 42
		<u>\$45,476 90</u>

Leaving a surplus of receipts of forty-five thousand four hundred and seventy-six dollars and ninety cents.

The receipts for the year ending on the 1st July last were	-	\$1,388,416 82
For the same period, the expenditures amounted to -	-	1,309,316 21
		<u>\$79,100 61</u>

Which leaves seventy-nine thousand one hundred dollars and sixty-one cents of receipts above the expenditures. A comparison of the above receipts shows an increase of revenue, during the last year, above the preceding one, of \$136,355 50.

From my report of last year, it appeared that the means of the Department (including a reduction of expenditure of \$47,821 12) for the year ending 1st July, 1826, exceeded those of the year ending 1st July, 1823, \$185,537 32. To this may be added the receipts of the last year above those of the preceding,

\$321,692 82

Making three hundred and twenty-one thousand eight hundred and ninety-two dollars and eighty-two cents of revenue for the last year above the receipts of the year ending 1st July, 1823.

This amount, it will be observed, includes no part of the old debt.

The increase of the revenue of this Department arises, in no inconsiderable degree, from the facilities which have lately been given on important routes, and the growing confidence of the public in the safety and regularity of the mail.

Since the last annual statement, contracts have been made for an additional transportation of the mail in stages 259,364 miles, and on horseback 69,160 miles, annually.

This transportation, when added to the increase of the two preceding years, will show an augmented conveyance of the mail, in comparison with the year 1823, of 1,857,345 miles.

Seven hundred and fourteen post offices have been established within the past year; these, when added to those established in the two preceding years, make 1,754.

A comparison of the above augmentation of revenue, transportation, and post offices, with former years, will show the rapid extension of the operations of this Department.

In 1801, the receipts for postage were	-	\$320,443 00
The increased revenue of last year over the year ending 1st July, 1823, as above stated,	-	321,692 82
		<u>\$1,449 82</u>

Leaving fourteen hundred and forty-nine dollars and eighty-two cents more than the total revenue of 1801.

The augmented transportation of the mail since 1st July, 1823, is equal to its conveyance throughout the Union in 1800.

In 1806 there were but 1,710 post offices; there are now 6,218; 1,754 of which have been established since 1st July, 1823.

On the contracts which have been lately made for the south and southwest, some reduction of expense has been effected, though great additional facilities have been given.

On the route by the way of Huntsville, Columbus, Jackson, and Natchez, to New Orleans, under the new contracts, the mail will be carried in covered carriages. Stages have been established to run three trips weekly between Milledgeville, in Georgia, and Montgomery, in Alabama, and thence to Blakely, when steamboats cannot ply to Montgomery.

From Blakely and Mobile to New Orleans, the mail will be conveyed three trips weekly in steamboats. On this route the great mail to New Orleans will be transported in four days less time from Washington City and all places north of it, than on the route by way of Natchez.

A new principle has been incorporated into the late contracts, which, it is believed, will produce great regularity in the conveyance of the mail.

Excuses for delays and total failures have always been heard, and, when it appeared that the obstructions were such as could not be overcome, no penalties have been imposed. Under this practice, it has been found that carriers often endeavor to avoid the effects of their own negligence by statements which exempt their employers from fines. This presents a strong inducement for them to magnify difficulties and procure certificates from persons with whom they may have influence, corroborative of their own allegations. To remove this motive, and induce the utmost exertion, by the late contracts a penalty follows every failure, without regard to the cause producing it. As this penalty is increased by the addition of every seven minutes' delay, and as a failure to connect with a depending line, through any want of exertion, may forfeit the contract, no greater inducement can be offered to insure a punctual delivery of the mail.

On the 1st July, 1823, balances were due from contractors, postmasters, and late postmasters, amounting to	-	\$391,994 59
There was due to contractors, for services rendered prior to that time, which should be deducted, the sum of	-	\$26,548 64
Amount of debts since ascertained to be bad,	-	27,814 24
Suits pending, and judgments, amounting to	-	149,500 00
Estimated amount of balances, composing a part of the debt above stated, which have been adjusted by credits,	-	30,000 00
		<hr/> 233,862 88
		\$158,131 71
From this sum deduct the amount of expenditures over the receipts for the year ending 1st July, 1824,		<hr/> 12,387 35
		\$145,744 36
Amount of receipts above the expenditures for the year ending 1st July, 1825,	-	45,476 90
Excess of receipts over expenditures for last year,	-	<hr/> 79,100 61
		<hr/> \$270,321 87

This sum is subject to the order of the Department.

As the means of the Department are ample to meet all its engagements, and any reasonable amount of additional expenditure which Congress may think proper to authorize, by the establishment of new routes, it is desirable that its contingent expenses and the salaries of its officers should be paid out of its own funds, and the Treasury be released from the usual appropriations for that purpose.

Fifty thousand dollars might be saved annually by the discontinuance of unproductive post routes.

Under the law passed at the last session of Congress, requiring the mail routes from Columbus, in Mississippi, to Doake's, and from Chatahoochie, in Georgia, to Line creek, in Alabama, to be repaired, contracts have been made, and the work commenced.

19th CONGRESS.]

No. 64.

[2d Session.]

SALARY OF THE POSTMASTER GENERAL.

COMMUNICATED TO THE SENATE, JANUARY 11, 1827.

Mr. JOHNSON, of Kentucky, made the following report:

The Committee on the Post Office and Post Roads, to whom was referred the resolution of the Senate instructing them to examine into the expediency of increasing the salary of the Postmaster General, have maturely examined the subject, and submit, as the result of their reflections, the following report:

No argument is presumed to be necessary to establish the position, that, in a Government constituted like ours, for the benefit of the people, compensation should be given with a reference to the labor and responsibility of the office, and the requisite capacity to fill it.

It may be assumed as a principle of sound policy, that, where the duties of an office are important, and require talents and industry to discharge them, such a compensation should be paid as to command the services of the person who possesses the best qualifications.

And when the whole time of an individual is devoted to the public, in the performance of most responsible duties, he should be relieved from pecuniary sacrifices, by a provision which, economically expended, would afford him a competency. A compensation less than this will fail to secure, for any considerable length of time, the services of an efficient officer. He may have other calls, of a character too imperious to be disregarded, and to which all the motives of a laudable ambition must yield.

The best talents can only be engaged in the public service by extending competition for employment to the poor as well as to the rich. An inadequate salary is a proscription of the former, and throws political power into the hands of the latter.

In examining this subject, the committee have referred to the labor required of the Postmaster General, to the responsibilities which belong to his office, and the talents which its duties require. They have compared these with the duties performed and compensation received by other officers of the Government, and have been brought to the conclusion that to increase the salary of the Postmaster General would be an act of justice to him and to the public.

In the operations of the Post Office Department, about twenty thousand agents are employed. All the other branches of the Executive Government, including the army and navy, fall short of this number. The dispersion of this force into every neighborhood of the Union must add to the labor of controlling it; and as all its acts come under the public inspection, and are immediately connected with their interests, the most unceasing diligence is necessary to give public satisfaction.

The responsibility of the Postmaster General is great. He disburses, at his discretion, about \$1,000,000 annually, for the conveyance of the mail; and to postmasters, who are appointed by him, near \$500,000.

The correspondence of the General Post Office, it is ascertained, amounts to about six hundred communications daily, including all received and sent. Between six and seven thousand postmasters make quarterly returns, which are all examined; and payment is made quarterly to between two and three thousand contractors.

The Postmaster General makes from five to ten appointments daily, besides investigating numerous charges against postmasters and contractors, and deciding many legal questions which arise under the post office law. He is required daily to judge of the expediency of giving additional accommodations applied for, and to correspond on almost numberless topics connected with his Department. Whether the committee consider the labor required of him, the great responsibility of the office, or the talents he should possess, they are brought to the decision that his compensation should be equal to that of any other head of a Department.

There is no officer of the Government in whose labors the people have a deeper interest. On the regularity and safety of the mail, all branches of business, in a greater or less degree, depend. To its custody is annually committed no small share of the active capital of the country. When to this view is added the dissemination of intelligence into every village and thickly populated neighborhood of the Union, an accurate opinion may be formed of the vital interest which the people have in an energetic administration of this Department.

The Postmaster General now receives less compensation, it is believed, in proportion to his arduous duties, than is paid to any other officer of the Government.

In recommending the above increase of salary, the committee consider only what is due to the office. If they were to refer to the present incumbent, and review his administration, the justice of the proposed measure would not

be weakened. As appears from his late report, since the 1st July, 1823, the date of his connexion with the Department, there has been ingrafted on the establishment an amount of revenue, and accommodation in post offices and transportation of the mail, greater than the entire mail establishment in the Union in 1800. This is an increase unparalleled in the annals of the Department, and shows what industry and capacity may accomplish in this important branch of the public service. It is proposed to relieve the Treasury from the appropriations usually made to pay the officers of this Department, and that the same shall be drawn from its own funds. Should this suggestion be adopted, the salary of the Postmaster General, and his assistants and clerks, and the contingent fund, will no longer be a charge on the Treasury.

The great amount of additional mail accommodation and revenue is not the only advantage which the public have derived from a vigilant administration of the Department. There is a degree of regularity and energy in all its operations, which is highly beneficial to the country.

When the committee consider the rapid increase of this Department, the great responsibility of its head, the talents and labor required to manage its concerns, and the interest which all classes of the community have in its faithful administration, a sense of duty requires them to recommend that \$2,000 be added to the present salary of the Postmaster General; and they report a bill containing such a provision.

19th CONGRESS.]

No. 65.

[2d SESSION.]

MONEY STOLEN FROM A DEPUTY POSTMASTER.

COMMUNICATED TO THE SENATE, JANUARY 19, 1827.

Mr. JOHNSON, of Kentucky, made the following report:

The Committee on the Post Office and Post Roads, to whom was referred the bill for the relief of Nathaniel Patten, reported:

That the petitioner sets forth that he was postmaster in the town of Franklin, in the State of Missouri, in and about the year 1820; in which year a considerable sum of money, amounting to about \$800, received for postage, accumulated upon his hands, and remained undrawn for, although he rendered his accounts regularly at the end of each quarter; that he kept the said money carefully, in a small trunk, which was enclosed in a large one, and placed in the room in which he slept; and that on the night of November 2, 1820, the room was entered by some thief or thieves, and the small trunk taken out of the large one, and carried away with its contents, and afterwards found in the woods, cut open, and rifled of the money which it had contained. This petition is supported by the sworn affidavit of the petitioner, and the like sworn affidavits of several witnesses, whose character and respectability are amply vouched for, and in some instances known to the committee, testifying to the good character of the petitioner for honesty, sobriety, prudence, and careful attention to business; stating, moreover, that he is hard of hearing, or considerably deaf; and detailing circumstances connected with the robbery which induce them to believe that it took place as stated. His case is further supported by a written statement, drawn up and signed on the spot, a few days after the robbery, by twelve of the principal inhabitants of the place; among whom may be named two gentlemen of high character, then in the service of the United States, to wit, General Thomas A. Smith, receiver of public money, and Charles Carroll, Esq., of Bellevue, register of the land office; in which they all voluntarily bear witness to the integrity of the petitioner's character, his careful habits, and declare their full belief that the robbery was committed upon him as stated.

Upon this evidence the committee consider the facts as satisfactorily proven that the petitioner exercised due care and diligence in keeping the aforesaid amount of money collected for postages; that he [was robbed] of the same as stated; and that, upon principles of equity, and the practice of Congress, especially in the case of John Hall, [vol. 6, p. 335, of the Laws of the United States,] he is entitled to relief. They therefore return to the Senate, without amendment, the bill which has been referred to them for his relief, and recommend that the same may be passed into a law.

19th CONGRESS.]

No. 66.

[2d SESSION.]

TRANSFER OF CONTRACTS, AND THE COST OF TRANSPORTING THE MAIL ON CERTAIN ROUTES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1827.

SIR:

POST OFFICE DEPARTMENT, *February 27, 1827.*

In obedience to a resolution of the House of Representatives passed on the 23d instant, directing the Postmaster General to "inform the House whether the printer or editor of any newspaper in the District of Columbia was, or is, a party to any contract or contracts; and, if any assignment of such contract has been made, a copy of such assignment; and that he state to whom, and in what way, the money has been, or is to be, paid by the Department; and, also, inform the House of the sums now paid for carrying the mail between Washington City and Vincennes, Indiana, *via* Wheeling, Virginia, and Lexington, Kentucky, specifying how much is paid to each of the contractors for conveying the mail on said route; the distance carried by each contractor; and the amount paid, and to whom; stating how often per week, and what additional compensation is made to any contractor beyond the sum stipulated in the original contract;" I have the honor to state that, in December, 1823, Duff Green, then of Missouri, but now of this city, and who is editor of a paper called the "United States Telegraph," entered into three contracts, he being the lowest bidder, for the conveyance of the mail in small stages, one trip weekly, from St. Louis to Franklin, a distance of one hundred and seventy-six miles; and thence, on horseback, to Clay court-house, one hundred and nineteen miles.

Under the two contracts, embracing the stage route to Franklin, there is paid the sum of \$2,640 per annum.

This sum includes an additional allowance of \$75 per annum, on account of an increased distance of five miles, rendered necessary by the establishment of a post office.

Under the contract for the conveyance of the mail from Franklin to Clay court-house, there is paid, per annum, the sum of \$1,210.

This amount covers an additional allowance of \$30 per annum, for an increase of five miles distance, caused by the establishment of a new office, and also \$310, being thirty-three and a third per cent. on the original contract for a led horse, which became necessary from the increased weight of the mail. This is the established rate of allowance where two horses are required on a route which, at the commencement of the contract, required but one horse.

These contracts will expire on the 31st December next. The contractor has been paid the sums named in them, except \$520 15, forwarded to Messrs. G. & I. Sexton at St. Louis, and some penalties which have been incurred, and will continue to be paid as heretofore, unless he shall transfer them, or, by a failure to perform his duties, incur a forfeiture.

On the 22d September, 1823, James Foyles, of Indiana, entered into a contract for the conveyance of the mail, (he being the lowest bidder,) in a four horse stage, one trip weekly, from Louisville, in Kentucky, to Vincennes, in Indiana, a distance of about one hundred and twenty miles, for which, by contract, he was to receive \$1,700 per annum.

From Vincennes a stage conveyance was established to St. Louis.

The people of St. Louis and many other places strongly urged the Department to give a more frequent mail intercourse, in stages, between that place and Louisville. Their request was enforced by the delegations from Indiana, Illinois, and Missouri; and as the public interest required greater accommodation on this route, it was determined to establish an additional trip, weekly, in four horse stages, and give great increase of expedition. The contractors on this route were written to on this subject.

Some time in February last Mr. Green arrived at Washington, and exhibited to the Department an agreement which showed that he had purchased, conditionally, the contract from Foyles, and wished to know whether he could be recognised as contractor on the route. The assignment on the contract was obtained on the 1st of April, 1826, on Green's paying a certain sum, and giving orders on the Department to pay the balance of the purchase money to Foyles, as the quarterly payments became due. To the transfer there was no objection, as the exchange of contractors was believed to be advantageous to the public. Mr. Foyles had complained that, for the compensation paid, he could not meet the expense on the line; and he had suffered it to fall into discredit.

An additional weekly trip, in four horse stages, was authorized on the 16th of March, and increased speed between Louisville and Vincennes required over Foyles's contract of twelve hours in each trip. For this augmented speed \$220 was added to the sum in the original contract, per annum, for the first line, and the same amount was agreed to be given for the second, making \$32 per mile, (counting the distance one way,) annually, for both lines. This was considered to be paying at a less rate than was stipulated in the contract, making a reasonable allowance for the increased expedition.

The same allowance was made to the contractor between Vincennes and St. Louis; and as the speed on the route between Vincennes and Louisville was greater than on the other route, and as the contractor, by a necessary arrangement to connect the two trips with the arrivals of the mail at Louisville, was required to keep one of his teams in that place longer than was contemplated when the second line was established, which subjected him to considerable additional expense, an allowance of \$160 per annum was made. This was believed to place the two contracts on the same footing. At the time the above arrangement was made, the Department possessed no knowledge of any intention by Mr. Green to leave the western country. It was understood from him that, so soon as he could accomplish his business at Washington, which would require a stay of about six weeks, he would return to the west with stages and harness, and put the route into immediate operation under the new arrangement. A short time after the contract was made, it was rumored that he would probably become a resident of this city. To ascertain the fact, and to make him acquainted with the views of the Department, a letter bearing date 13th April, 1826, was addressed to him, a copy of which is herewith transmitted; a copy of his reply to this letter is annexed.

In the summer of 1826, Mr. Green returned to the western country, put the stages in operation as required by the contract, and on the 11th September informed the Department, by a letter dated at Lexington, Kentucky, that he had sold the contract and stock on the route to James Vanderburgh, who resides at Vincennes, a person who was highly recommended for his efficiency. The quarterly payments, as they became due, were pledged to Mr. Green, as appears by the letter, in payment for the property on the route. By virtue of this letter, a copy of which is annexed to a copy of the contract, Mr. Vanderburgh is considered to be the contractor, and Mr. Green is not viewed as having any interest in the contract beyond the indemnity out of the pay, as stated in his letter.

This contract expires on the last day of December next.

The following contracts, referred to in the resolution, were made in the fall of the year 1823:

William B. Stokes, to convey the mail three trips weekly, in four horse stages, between Washington City and Fredericktown, a distance of forty-four miles, for \$1,450 per annum. On the 1st October, 1825, three additional weekly trips, in four horse stages, were required on this route, for which the same compensation has been paid as was stipulated for three trips in the original contract.

Mr. Stokes also contracted to transport the mail in four horse stages, three trips weekly, between Fredericktown and Hagerstown, a distance of twenty-six miles, for \$390, annually. On this route, three additional trips, weekly, were required on the 1st October, 1825, for which \$210 compensation is paid per annum.

Reeside and Moore contracted to transport the mail in four horse stages, three trips weekly, from Hagerstown to Wheeling, a distance of one hundred and ninety-seven miles, for the sum of \$7,850 per annum. On the 1st of October, 1825, \$3,800 was added for three additional trips, weekly, in four horse stages.

J. S. Dugan contracted to convey the mail in four horse stages, three trips weekly, from Wheeling to Zanesville, a distance of eighty-three miles, for \$3,359 a year. On the 1st October, 1825, \$2,050 was allowed, to be paid annually, for three additional trips in two horse stages. This sum was found inadequate to meet the increased expense on this route, and a further allowance was made, to pay the ferrage over the Ohio river, at the rate of \$444 per annum.

The stages were found not to answer the purpose designed. They afforded little or no accommodation to passengers at any season of the year; and, during the session of Congress, the mail increases so much in weight, that it was found impracticable to transport it on this route in two horse stages. Four horse stages have lately been substituted for the small ones, for which the same compensation is paid as stipulated in the original contract, viz. \$3,359 per annum.

W. H. Beard contracted to convey the mail in four horse stages, three trips weekly, from Zanesville to Lancaster, a distance of thirty-six and a half miles, for \$1,490. On the 1st of October, 1825, three additional weekly trips were required, in two horse stages, for which \$900 annually has been paid. Four horse stages have been established on this route, in lieu of the small ones, for which the sum of \$1,490 a year is to be paid.

John Creed contracted to transport the mail in four horse stages, three trips weekly, between Lancaster and Chillicothe, a distance of thirty-four miles, for \$1,326 per annum. Three additional weekly trips, in two horse stages, were established on this route, 1st October, 1825, for which there has been paid the sum of \$800 a year. Four horse stages have lately been required in lieu of the small ones, for which the sum of \$1,326 is agreed to be paid annually.

J. Watson contracted to convey the mail three weekly trips, in four horse stages, between Chillicothe and the Sinking Spring, a distance of thirty-three miles, for the annual sum of \$1,290. On the 1st of October, 1825, three additional trips, weekly, in two horse stages, were required on this route, for which \$875 was paid. Four horse stages have been established on this route, for which the sum of \$1,290 a year is to be paid.

Thomas McCague contracted to convey the mail three weekly trips in four horse stages between Sinking Spring and Maysville, a distance of forty miles, for \$1,700 a year. Three additional weekly trips were required on this route on the 1st of October, 1825, in two horse stages, for which \$1,025 a year has been paid. Four horse stages have been required on this route in place of the small ones, for which \$1,700 is to be paid annually.

On the route from Maysville to Louisville, a distance of one hundred and forty-three miles, the bid of B. H. Rankin to transport the mail in four horse stages, three trips weekly, being the lowest, was accepted at \$7,250, in October, 1823. On the 6th of December following, the agent of said Rankin requested that part of the above route, leading from Maysville to Lexington, a distance of sixty-four miles, should be assigned to Averill and Hutchins at \$2,500 a year, and that part leading from Lexington to Louisville, a distance of seventy-nine miles, to E. P. Johnson, at \$4,750 a year. As Averill and Hutchins, and also E. P. Johnson, were known to the Department as efficient contractors, and for some years had transported the mail on this route, their names were willingly substituted in the place of Mr. Rankin's. And although the compensation as proposed was not apportioned according to distance, no doubt was entertained that the amount was satisfactorily adjusted between them upon equitable terms; and as this arrangement did not affect the interest of the Department, the contracts were made out and executed as requested. On the 1st of October, 1825, three additional trips of the mail, in two horse stages, were required on this route, for which there has been paid annually, to Averill and Hutchins, \$1,600, and to E. P. Johnson, \$2,000. Four horse stages, in the place of the small ones, have lately been required, for which \$2,500 will be paid to Averill and Hutchins, and at the same rate to E. P. Johnson, amounting to \$2,900.

From the foregoing statement it will appear that, for three trips weekly, in four horse stages, under the original contracts, there is paid, from Washington City to Wheeling, a distance of 267 miles, the sum of \$9,900; from Wheeling to Maysville, a distance of 226½ miles, \$9,265; from Maysville to Louisville, a distance of 143 miles, \$7,250; amounting in the whole to \$26,415; and that the annual compensation allowed for the three additional trips, in four horse stages, on the entire route, amounts to \$20,025, making the total sum of \$46,440 paid annually for the conveyance of the mail from Washington City to Louisville, in Kentucky. Four thousand dollars being added, the amount paid for the conveyance of the mail from thence to Vincennes will make the aggregate sum of \$50,440.

It may not be improper to state that, under the contracts which were made in 1819, and expired with the year 1823, there was paid, annually, for three weekly trips of the mail in four horse stages from Washington City to Wheeling, the sum of \$11,950; from Wheeling to Maysville, \$12,585; from Maysville to Louisville, \$9,000; making the total sum of \$33,535.

I have the honor to be, very respectfully, your obedient servant,

JOHN McLEAN.

HON. JOHN W. TAYLOR, *Speaker of the House of Representatives of the United States.*

SIR:

POST OFFICE DEPARTMENT, *April 13, 1826.*

It is desirable that all who have any agency in the operations of this Department should, as far as practicable, devote their personal attention to the same. This is considered as indispensable, so far as postmasters are concerned, and it is the policy of the Department to apply the same rule to contractors. I am aware that the control over those who transport the mail must, necessarily, be far less effective in this respect than over postmasters, as the contract fixes the conditions, and that of personal superintendence is not included among them. But it is not doubted that the personal attention of contractors insures greater regularity and energy in the conveyance of the mail, and has a tendency to elevate the character of the Department.

These remarks are thought to be proper from an intimation that has lately been made, that you contemplate a permanent residence in this city. I disclaim any right to influence your views or pursuits, or to interfere in any manner with your interests; but, from the relation in which you stand to the Department, it is proper that I should say your personal superintendence of your contracts is desired by the Department. And I will also remark that, had I supposed you did not intend to give personal attention to the stage route from Louisville to Vincennes, which has lately been assigned to you by the contractor, I should have withheld my sanction to the transfer.*

I trust that you will view this communication in the light intended, and that you will believe no other motive has induced it than a sincere disposition so to conduct the complicated and extensive operations of this Department as to preserve its character for energy and public usefulness.

I am, very respectfully, your obedient servant,

JOHN McLEAN.

DUFF GREEN, Esq., *Washington City.*

SIR:

WASHINGTON CITY, *April 15, 1826.*

Yours of the 13th instant is received; in answer to which I have only to say that, protesting against all right which you seem to claim of selecting my place of residence, and denying that the power of the Postmaster General extends beyond the faithful performance of my contract, I feel myself bound in duty to you, as well on account of the personal civilities received from you, as out of respect for your faithful discharge of your public duties, to say that, when I made my contract with Foyles, it was made under a hope that another arrangement could be made with Mills and Wetzel; that, however, failed, and I have written to my agent in Louisville, Kentucky, to pay Mr. Foyles, and make a contract with Mr. Vanderburgh, the son of the late Judge Vanderburgh, of Vincennes, by which he will be equally interested with myself in the contract, and will superintend the transportation of the mail. If this is not done, I will pay Mr. Foyles the forfeiture on the contract, and the drafts which you accepted will not be disposed of.† I hoped to have heard from my agent before this time. I am anxious on account of the money remitted, and have written to him again. An answer to the second letter may be expected before I leave here, and the result will be communicated to you.

As to my contract in Missouri, it is not necessary for me to say to you that I have twice visited this city under the expectation that the mail would be sent twice, if not three times a week, to Franklin; that all the Senators and the Representatives from Illinois and Missouri have recommended a semi-weekly mail, which you have heretofore refused, on account of want of funds in the Department; and that the profits from this contract are small on that account. You have, however, said that if the receipts of the Department would justify the increased expenditure, you would send a semi-weekly mail on this route during the present summer. Yet, notwithstanding this, and the increased value which such an arrangement would give that route, (consequently subject me to a loss by disposing of it now,) yet I immediately wrote to my brother, so soon as I determined to remove to this city, requesting him to dispose of my interest in that route. I expect that it is done before now; if it is not, it is my intention to do so as soon as I return to Missouri, which will be during the present summer.

I was induced to do this, because, having determined to become the editor of a newspaper, the object of which was to expose the abuse of the patronage of the Government, I was unwilling to subject myself to the charge of sharing that patronage.

You have thought proper to say that you would not have accepted my drafts‡ if you had anticipated my removal to this place. I regret to see an admission coming from you, which goes so far to strengthen the prevailing opinion,

* The Postmaster General does not consider himself authorized to reject a bid for a contract made by a responsible person on account of his residence; but as a mail contract cannot be transferred, so as to relieve the first contractor from responsibility, without the consent of the Postmaster General, he may withhold his sanction where he thinks proper; and, in the case of Mr. Green, this would have been done had it been known that he was about leaving the western country.—*Note made by P. M. G. February 7, 1827.*

† The drafts alluded to were orders to pay to Foyles a part of the quarterly payments as they became due. This creates no additional obligation on the Department, as the acceptance is to pay to A. B. at the close of the quarter, on condition that the contract shall have been strictly performed. Such orders are often given in payment for stage property, as in the present case.—*Note by Postmaster General, February, 1827.*

‡ Should not have accepted of the writer as the assignee of Foyles's contract from Louisville to Vincennes—not one word said in my letter about drafts.—*Note by Postmaster General on receiving this letter.*

that every man who refuses to give in his adhesion to the present dynasty shall be proscribed. In accepting my drafts, you have done no more for me than you have done for others: and, although it is my fixed purpose to use all lawful and honorable means to prevent the re-election of Mr. Adams, it is not therefore proper that I should be denied the rights of a citizen.

If I have not conversed with you on the subject of my removal to this place, and explained my views more at large before, it is to be attributed to my own rights, and not to a want of respect to you. Permit me to express my confidence in the integrity of your motives, and to say that, although I have always considered that it [was] wrong to have [word illegible] a contract on my route which has operated much to my prejudice,* yet I believe that you have ever regarded your public duty rather than your private wishes. Permit me to say that

I am yours, &c.

DUFF GREEN.

The Hon. JOHN McLEAN.

No. 355.

This contract, made the 29th day of September, in the year 1823, between James Foyles, of Vincennes, Indiana, contractor for carrying mails of the United States, of one part, and the Postmaster General of the United States of America, for and in behalf of the said States, of the other part, witnesseth: That the said parties have mutually covenanted as follows; that is to say, the said contractor covenants with the said Postmaster General—

1. To carry the mail of the United States, or cause it to be carried, from Louisville, by Albany, Greenville, Fredericktown or Fredericksburg, Paoli, Greenwick, and Washington, to Vincennes, and thence the same route to Louisville, in four horse stages, once a week,† at the rate of \$125 for every quarter of a year, during the continuance of this contract, to be paid in drafts on postmasters on the route above mentioned, or money, at the option of the Postmaster General, in the months of May, August, November, and February.

2. That the mail shall be duly delivered at each post office now established on any post route embraced in this contract, or that shall be established during the continuance of this contract, under a penalty of ten dollars for each offence; and a like penalty shall be incurred for each quarter of an hour that shall elapse between the delivery of the mail and the period fixed for its delivery at any post office specified in the schedule hereto annexed; and it is also agreed that the Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route, (he making an adequate compensation for any extra expense which may be occasioned thereby; and provided that such alteration shall not require the mail to be conveyed at a greater rate than six miles in an hour;) and the Postmaster General reserves the right of annulling this contract in case the contractor does not promptly adopt the alteration required.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and a forfeiture of forty dollars shall be incurred on any post route embraced in this contract.

4. That the said contractor shall be answerable for the persons to whom he shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

5. That seven minutes after the delivery of the mail at any post office on the aforesaid route not named in the annexed schedule shall be allowed the postmaster for opening the same, and making up another mail to be forwarded.

6. That if the mail aforesaid shall be conveyed past any post office without stopping the time allowed the postmaster for opening and making up a mail, unless sooner discharged by the postmaster, a forfeiture of ten dollars shall be incurred for every such failure.

7. That if the contractor, post rider, or driver, to whom the transportation of the said mail is committed, do proceed without it, or do not make a proper exchange of the mails, where such exchange is statedly to be made; or, instead thereof, shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and a penalty equal to the forfeiture stipulated in the third article of this contract shall be incurred.

8. That, upon reasonable complaint made by the Department of the General Post Office against any carrier of the said mail for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That when the said mail goes by a stage wagon, it shall invariably be carried within the body of a comfortable stage, (or in a secure and dry boot under the driver's feet,) suitable for the accommodation of at least seven travellers, under a penalty of fifty dollars for each offence; and when it is carried on horseback, or vehicle other than a stage, it shall be covered securely with an oilcloth or bearskin, against rain or snow, under a penalty of twenty dollars for each time the mail is wet without such covering; and for a second offence, in permitting the mail to be injured by carrying it contrary to the stipulations before recited, the Postmaster General shall have a right to annul this contract; and when it stops at night, it shall be put in a secure place, and there be locked up, at the contractor's risk, unless it is deposited in a post office.

10. And if any delay shall occur, equal to a trip lost, the Postmaster General, when satisfied that such delay has arisen from negligence or misconduct, shall have full right to annul this contract.

11. The forfeitures and penalties before mentioned are to be deducted out of the pay of the contractor, if there shall be so much due; but if there be not so much due, the contractor and sureties hereby promise to pay their amount to the said Postmaster General, on demand, for value received: *Provided*, That the whole forfeiture and penalties to be incurred in the course of any one trip shall not exceed the sum specified in the third article.

12. If the contractor shall make it appear to the Postmaster General that the delay, failure, or other breach of contract, arose from insurmountable casualty or a public enemy, then no more than half the amount of the said forfeitures and penalties shall be deducted or paid; but it is expressly agreed and understood that, where there is no performance, there shall be no pay or compensation.

13. And the said Postmaster General covenants with the said contractor to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said contractor as aforesaid, for the carriage thereof as aforesaid, at the rate aforementioned, quarterly, in the months of May, August, November, and February.

14. It is mutually understood by the contracting parties that if the route, or any part of the route, herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of it, (the mail not being carried by stage under this contract,) that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving one month's notice of such event, and making an allowance of one month's extra pay.

Provided, always, That this contract shall be null and void in case the said contractor shall become a member of Congress, and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole

* Referring to a second weekly trip in a two horse stage, between St. Louis and St. Charles, on Mr. Green's route, which was given to another person who proposed to do the service lower than Mr. Green.—*Note by Postmaster General, February, 1827.*

† This route is assigned to Duff Green from 1st April, 1826. The mail is to be carried twice a week, from April 1, 1826, at thirty-two dollars a mile per annum, in lieu of the stipulated pay. (See letter of March 16, 1826.)

One hundred and sixty dollars per annum allowed for increased speed above Mills's route, of one team from Louisville, and expense of said team, lying by idle all the week. (See D. Green's letter of 9th December, 1826.)

General Green began second mail on horseback May 2, and started the stage August 15, 1826.—(See letter of Sullivan, postmaster of Vincennes, of August 21, 1826.)

See Postmaster General's decision on D. Green's letter of September 11, 1826: Fifteen dollars per mile for two horses, for the second mail from May 2, 1826, the mail being too heavy for one horse to carry one hundred and twenty miles.

or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the 21st day of April, in the year of our Lord 1803, entitled "An act concerning public contracts."

And it is mutually covenanted and agreed by the said parties that this contract shall commence on the 1st day of January next, and continue in force until the 31st day of December, inclusively, which will be in the year 1827. In witness whereof, they have hereto interchangeably set their hands and seals, the day and year first above written.

Signed, sealed, and delivered in the presence of ————.

JAMES FOYLES, [SEAL.]

This schedule subject to alteration by the Postmaster General, agreeably to the provision contained in the second section of the contract.

Leave Louisville every * Sunday at 5 A. M.—Saturday noon; arrive at Paoli on Monday; arrive at Vincennes on Tuesday, by 10 A. M.

Leave Vincennes every Tuesday at 1 P. M.; arrive at Louisville the next Thursday, 7 P. M.—Friday by noon.

Twice a week, begin May 10, 1826.

Leave Louisville every Sunday and Wednesday at 3 A. M.; arrive at Vincennes Monday and Thursday by 8 P. M.

Leave same every Tuesday and Friday at 3 A. M.; arrive at Louisville on Wednesday and Saturday by 8 P. M.

APRIL 1, 1826.

I do hereby assign and transfer to Duff Green, of the city of St. Louis, this contract with the Postmaster General, and he will be considered by the said Postmaster General as contractor from this date.

JAMES FOYLES.

Witness, JAMES SEMPLE.

Know all men by these presents, that we, James Foyles, as principal, and Henry Ruble and George R. C. Sullivan, as sureties, are held and firmly bound unto the Postmaster General of the United States of America in the just and full sum of seventeen hundred dollars, value received, to be paid unto the Postmaster General, or his successors in office, or to his or their assigns; to which payment, well and truly to be made, we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals; dated the — day of —, in the year of our Lord one thousand eight hundred and twenty-three.

The condition of this obligation is such, that, whereas the above bounden James Foyles, by a certain contract, bearing date the 23d day of September, in the year of our Lord one thousand eight hundred and twenty-three, covenanted with the said Postmaster General to carry the mail of the United States, or cause it to be carried, from Louisville to Vincennes, as per contract annexed, during the term of four years, commencing on the first day of January, one thousand eight hundred and twenty-four, and ending the thirty-first day of December which will be in the year one thousand eight hundred and twenty-seven:

Now, if the said James Foyles shall well and truly perform the covenants in the said indenture expressed on his part to be performed, and repay all advances that may be made, then this bond is to be void; otherwise, to remain in full force.

JAMES FOYLES,
H. RUBLE,
G. R. C. SULLIVAN.

Signed, sealed, and delivered in presence of
SAMUEL HILL.

DEAR SIR:

LEXINGTON, KENTUCKY, September 11, 1826.

I hope to be in Washington in a few days. I have made a contract with Mr. James Vanderburgh, by which he takes my stock and contract on the route from Louisville to Vincennes, and is to pay me for it from his compensation received of the Department. You will, therefore, consider him as the contractor from henceforth; but as he is largely in my debt, I have reserved a control of the payments for the purpose of securing myself. You will please to remit him the balance due on the present quarter, being about \$300, and consider his receipts as good upon that contract.

Mr. Vanderburgh has been for some years engaged in carrying the mail on that route; he is the son of the late Judge Vanderburgh, of Vincennes, is a young man of much merit, great industry, and wishes to recommend himself to the favor of the Department by a faithful performance of his contract.

Yours,

D. GREEN.

P. S. Mr. Vanderburgh needs the money to meet some engagements already made. I hope it will be forwarded immediately.

D. G.

No. 389.

This contract, made the 10th day of December, in the year 1823, between Duff Green, of Chariton, Missouri, contractor for carrying mails of the United States, of one part, and the Postmaster General of the United States of America, for and in behalf of the said States, of the other part, witnesseth: That the said parties have mutually covenanted as follows; that is to say, the said contractor covenants with the said Postmaster General—

1. To carry the mail of the United States, or cause it to be carried, from St. Louis to St. Charles, and thence the same route to St. Louis, once a week, twenty-two miles, in stages of a small kind to carry two passengers; but it is expressly understood that, in case of bad weather, bad roads, and in the months of January, February, March, and April, or in case of accident, the said Green is permitted to carry the mail on horseback, or in a less wagon, at the rate of \$82 50 for every quarter of a year during the continuance of this contract, to be paid in drafts on postmasters on the route above mentioned, or money, at the option of the Postmaster General, in the months of May, August, November, and February.

2. That the mail shall be duly delivered at each post office now established on any post route embraced in this contract, or that shall be established during the continuance of this contract, under a penalty of ten dollars for each offence; and a like penalty shall be incurred for each quarter of an hour that shall elapse between the delivery of the mail and the period fixed for its delivery at any post office specified in the schedule hereto annexed; and it is also agreed that the Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route, (he making an adequate compensation for any extra expense which may be occasioned thereby; and provided that such alteration shall not require the mail to be conveyed at a greater rate than six miles in an hour); and the Postmaster General reserves the right of annulling this contract in case the contractor does not promptly adopt the alteration required.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and a forfeiture of twenty dollars shall be incurred on any post route embraced in this contract.

4. That the said contractor shall be answerable for the persons to whom he shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

* See letter of December, 1825. † See schedule in No. 392, page 152.

5. That seven minutes, after the delivery of the mail at any post office on the aforesaid route not named in the annexed schedule, shall be allowed the postmaster for opening the same, and making up another mail to be forwarded.

6. That, if the mail aforesaid shall be conveyed past any post office without stopping the time allowed the postmaster for opening and making up a mail, unless sooner discharged by the postmaster, a forfeiture of ten dollars shall be incurred for every such failure.

7. That, if the contractor, post rider, or driver, to whom the transportation of the said mail is committed, do proceed without it, or do not make a proper exchange of the mails, where such exchange is stated to be made; or, instead thereof, shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and a penalty equal to the forfeiture stipulated in the third article of this contract shall be incurred.

8. That, upon reasonable complaint made by the Department of the General Post Office against any carrier of the said mail for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That, when the said mail goes by a stage wagon, it shall invariably be carried within the body of a comfortable stage, (or in a secure and dry boot under the driver's feet,) suitable for the accommodation of at least seven travellers, under a penalty of fifty dollars for each offence; and, when it is carried on horseback, or vehicle other than a stage, it shall be covered securely with an oilcloth or bearskin, against rain or snow, under a penalty of twenty dollars for each time the mail is wet without such covering; and for a second offence, in permitting the mail to be injured by carrying it contrary to the stipulations before recited, the Postmaster General shall have a right to annul this contract; and when it stops at night, it shall be put in a secure place, and there be locked up at the contractor's risk, unless it is deposited in a post office.

10. And if any delay shall occur equal to a trip lost, the Postmaster General, when satisfied that such delay has arisen from negligence or misconduct, shall have full right to annul this contract.

11. The forfeitures and penalties before mentioned are to be deducted out of the pay of the contractor, if there shall be so much due; but if there be not so much due, the contractor and sureties hereby promise to pay their amount to the said Postmaster General, on demand, for value received: *Provided*, That the whole forfeiture and penalties to be incurred in the course of any one trip shall not exceed the sum specified in the third article.

12. If the contractor shall make it appear to the Postmaster General that the delay, failure, or other breach of contract arose from insurmountable casualty, or a public enemy, then no more than half the amount of the said forfeitures and penalties shall be deducted or paid; but it is expressly agreed, and understood that, where there is no performance, there shall be no pay or compensation.

13. And the said Postmaster General covenants with the said contractor to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said contractor as aforesaid, for the carriage thereof as aforesaid, at the rate aforementioned, quarterly, in the months of May, August, November, and February.

14. It is mutually understood by the contracting parties that if the route, or any part of the route herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of it, (the mail not being carried by stage under this contract,) that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving one month's notice of such event, and making an allowance of one month's extra pay.

Provided, always, That this contract shall be null and void in case the said contractor shall become a member of Congress, and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the 21st day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

And it is mutually covenanted and agreed by the said parties that this contract shall commence on the 1st day of January next, and continue in force until the 31st day of December, inclusively, which will be in the year 1827.

In witness whereof, they have hereto interchangeably set their hands and seals, the day and year first above written.

DUFF GREEN.

Signed, sealed, and delivered in the presence of

JOHN ATCHISON.

This schedule subject to alteration by the Postmaster General, agreeably to the provision contained in the second section of the contract.

Leave St. Charles every Monday at 1 P. M.; arrive at St. Louis by 6 P. M.; leave St. Louis on Sunday at 2 P. M. Arrive at St. Charles in five hours, by 7 P. M.; leave St. Charles every Tuesday at 8 P. M.; arrive at St. Louis by 2 P. M.; leave St. Louis every Monday at 8 A. M.; arrive at St. Louis by 2 P. M.

This schedule is respectfully submitted; and if a change is made in the day of the arrival of the mail, a corresponding change in the hour of departure is solicited.

D. GREEN.

Know all men by these presents, that we, Duff Green, as principal, and William H. Ashley and John Jones, as sureties, are held and firmly bound unto the Postmaster General of the United States of America in the just and full sum of \$330, value received, to be paid unto the Postmaster General, or his successors in office, or to his or their assigns, to which payment well and truly to be made we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals. Dated the 4th day of February, in the year of our Lord 1824.

The condition of this obligation is such, that whereas the above bounden Green, by a certain contract, bearing date the 10th day of December, in the year of our Lord 1823, has covenanted with the said Postmaster General to carry the mail of the United States, or to cause it to be carried, from St. Louis to St. Charles, as per contract annexed, during the term of four years, commencing the 1st day of January, 1824, and ending the 31st day of December which will be in the year 1827:

Now, if the said Green shall well and truly perform the covenants in the said indenture expressed, on his part to be performed, and repay all advances that may be made, then this bond is to be void; otherwise, to remain in full force.

DUFF GREEN,
WILLIAM H. ASHLEY,
JOHN JONES.

Signed, sealed, and delivered in the presence of

STEPHEN P. LEE.

No. 392.

This contract, made the 10th day of December, in the year 1823, between Duff Green, of Chariton, Missouri, contractor for carrying mails of the United States, of one part, and the Postmaster General of the United States of America, for and in behalf of the said States, of the other part, witnesseth: That the said parties have mutually covenanted as follows; that is to say, the said contractor covenants with the said Postmaster General—

1. To carry the mail of the United States, or cause it to be carried, from St. Charles, by Jennings's, Benin's, Vanbibber's, Elizabeth, Callaway county, Graham's, and Thrall's, to Franklin, and thence, the same route, to St. Charles, once a week, 154 miles, in small stages to carry two passengers. It is, however, understood that, during

the months of January, February, March, and April, and in case of high water, or extreme bad road, or accident, the said Green is permitted to carry the mail on horseback,* at the rate of \$577 50 for every quarter of a year, during the continuance of this contract, to be paid in drafts on postmasters on the route above mentioned, or money, at the option of the Postmaster General, in the months of May, August, November, and February.

2. That the mail shall be duly delivered at each post office now established on any post route embraced in this contract, or that shall be established during the continuance of this contract, under a penalty of \$10 for each offence; and a like penalty shall be incurred for each quarter of an hour that shall elapse between the delivery of the mail and the period fixed for its delivery at any post office specified in the schedule hereto annexed; and it is also agreed that the Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route, (he making an adequate compensation for any extra expense which may be occasioned thereby; and provided that such alteration shall not require the mail to be conveyed at a greater rate than six miles in an hour;) and the Postmaster General reserves the right of annulling this contract in case the contractor does not promptly adopt the alteration required.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and a forfeiture of \$80 shall be incurred on any post route embraced in this contract.

4. That the said contractor shall be answerable for the persons to whom he shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

5. That seven minutes after the delivery of the mail at any post office on the aforesaid route not named in the annexed schedule shall be allowed the postmaster for opening the same, and making up another mail to be forwarded.

6. That, if the mail aforesaid shall be conveyed past any post office without stopping the time allowed the postmaster for opening and making up a mail, unless sooner discharged by the postmaster, a forfeiture of \$10 shall be incurred for every such failure.

7. That if the contractor, post rider, or driver, to whom the transportation of the said mail is committed, do proceed without it, or do not make a proper exchange of the mails where such exchange is statutely to be made; or, instead thereof, shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and a penalty equal to the forfeiture stipulated in the third article of this contract shall be incurred.

8. That, upon reasonable complaint made by the Department of the General Post Office against any carrier of the said mail for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That, when the said mail goes by a stage wagon, it shall invariably be carried within the body of a comfortable stage, (or in a secure and dry boot under the driver's feet,) suitable for the accommodation of at least seven travellers, under a penalty of \$50 for each offence; and when it is carried on horseback, or vehicle other than a stage, it shall be covered securely with an oilcloth or bearskin, against rain or snow, under a penalty of \$20 for each time the mail is wet without such covering; and for a second offence, in permitting the mail to be injured by carrying it contrary to the stipulations before recited, the Postmaster General shall have a right to annul this contract; and, when it stops at night, it shall be put in a secure place, and there be locked up at the contractor's risk, unless it is deposited in a post office.

10. And if any delay shall occur equal to a trip lost, the Postmaster General, when satisfied that such delay has arisen from negligence or misconduct, shall have full right to annul this contract.

11. The forfeitures and penalties before mentioned are to be deducted out of the pay of the contractor, if there shall be so much due; but, if there be not so much due, the contractor and sureties hereby promise to pay their amount to the said Postmaster General, on demand, for value received: *Provided*, That the whole forfeiture and penalties to be incurred in the course of any one trip shall not exceed the sum specified in the third article.

12. If the contractor shall make it appear to the Postmaster General that the delay, failure, or other breach of contract, arose from insurmountable casualty, or a public enemy, then no more than half the amount of the said forfeitures and penalties shall be deducted or paid; but it is expressly agreed and understood that, where there is no performance, there shall be no pay or compensation.

13. And the said Postmaster General covenants with the said contractor to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said contractor as aforesaid, for the carriage thereof as aforesaid, at the rate aforementioned, quarterly, in the months of May, August, November, and February.

14. It is mutually understood by the contracting parties that, if the route, or any part of the route herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of it, (the mail not being carried by stage under this contract,) that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving one month's notice of such event, and making an allowance of one month's extra pay.

Provided, always, That this contract shall be null and void in case the said contractor shall become a member of Congress, and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the 21st day of April, in the year of our Lord 1808, entitled "An act concerning public contracts."

And it is mutually covenanted and agreed by the said parties that this contract shall commence on the 1st day of January next, and continue in force until the 31st day of December, inclusively, which will be in the year 1827.

In witness whereof, they have hereto interchangeably set their hands and seals, the day and year first above written.

DUFF GREEN.

Signed, sealed, and delivered in the presence of
STEPHEN L. LEE.

This schedule subject to alteration by the Postmaster General, agreeably to the provision contained in the second section of the contract.

Leave St. Charles every Friday at 2 P. M.; arrive at Franklin on Monday by 7 P. M.; leave Franklin every Tuesday at 5 A. M.; arrive at St. Charles on Friday by 10 A. M.

Leave St. Charles every Tuesday at 3 A. M.; arrive at Franklin on Thursday by 8 P. M.; leave Franklin every Friday at 3 A. M.; arrive at St. Charles on Sunday by 8 P. M.

This schedule is respectfully submitted as an alteration; and, if a change in the day is made, a corresponding change in the hour is solicited.

D. GREEN.

From May, 1826.—Leave St. Louis every Friday at 6 A. M.; arrive at St. Charles by 10 A. M.; arrive at Franklin the next Monday by 10 A. M.; leave same every Monday at 2 P. M.; arrive at St. Charles on Thursday by 2 P. M.; arrive at St. Louis same day by 6 P. M.—(See letter of —, 1826, schedules 389 and 392.)

Know all men by these presents, that we, Duff Green, as principal, and William H. Ashley and John Jones, as sureties, are held and firmly bound unto the Postmaster General of the United States of America in the just and full sum of \$2,310, value received, to be paid unto the Postmaster General, or his successors in office, or to his or their assigns, to which payment well and truly to be made we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals; dated 4th day of February, in the year of our Lord 1824.

The condition of this obligation is such, that whereas the above bounden Green, by a certain contract, bearing date the 10th day of December, in the year of our Lord 1823, has covenanted with the said Postmaster General to

* \$75 add, allowed for passing Florissant, 5 miles, from 1st October, 1825.

carry the mail of the United States, or to cause it to be carried, from St. Charles to Franklin, as per contract annexed, during the term of four years, commencing the 1st day of January, 1824, and ending the 31st day of December which will be in the year 1827:

Now, if the said Green shall well and truly perform the covenants in the said indenture expressed on his part to be performed, and repay all advances that may be made, then this bond is to be void; otherwise, to remain in full force.

Signed, sealed, and delivered, in presence of
STEPHEN L. LEE.

DUFF GREEN,
WM. H. ASHLEY,
JOHN JONES.

No. 395.

This contract, made the tenth day of December, in the year 1823, between Duff Green, of Chariton, Missouri, contractor for carrying mails of the United States, of one part, and the Postmaster General of the United States of America, for and in behalf of the said States, of the other part, witnesseth: That the said parties have mutually covenanted as follows; that is to say, the said contractor covenants with the said Postmaster General—

1. To carry the mail of the United States, or cause it to be carried, from Franklin, by Spanish Needle, Prairie, Richmond, Chariton, Bluffton, Clay court-house, 119 miles; thence, by Fort Osage, Mount Vernon, and Salem court-house, to Franklin, once a week,* at the rate of 225 [dollars] for every quarter of a year, during the continuance of this contract, to be paid in drafts on postmasters on the route above mentioned, or money, at the option of the Postmaster General, in the months of May, August, November, and February.

2. That the mail shall be duly delivered at each post office now established on any post route embraced in this contract, or that shall be established during the continuance of this contract, under a penalty of ten dollars for each offence; and a like penalty shall be incurred for each quarter of an hour that shall elapse between the delivery of the mail and the period fixed for its delivery at any post office specified in the schedule hereto annexed; and it is also agreed that the Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route, (he making an adequate compensation for any extra expense which may be occasioned thereby; and provided that such alteration shall not require the mail to be conveyed at a greater rate than six miles in an hour;) and the Postmaster General reserves the right of annulling this contract in case the contractor does not promptly adopt the alteration required.

3. If the delay of arrival of the said mail continue until the hour of departure of any depending mail, whereby the mails destined for such depending mail lose a trip, it shall be considered as a whole trip lost, and a forfeiture of thirty dollars shall be incurred on any post route embraced in this contract.

4. That the said contractor shall be answerable for the persons to whom he shall commit the care and transportation of the mail, and accountable for any damages which may be sustained through their unfaithfulness or want of care.

5. That seven minutes after the delivery of the mail at any post office on the aforesaid route not named in the annexed schedule shall be allowed the postmaster for opening the same, and making up another mail to be forwarded.

6. That, if the mail aforesaid shall be conveyed past any post office without stopping the time allowed the postmaster for opening and making up a mail, unless sooner discharged by the postmaster, a forfeiture of ten dollars shall be incurred for every such failure.

7. That if the contractor, post rider, or driver, to whom the transportation of the said mail is committed, do proceed without it, or do not make a proper exchange of the mails, where such exchange is statedly to be made; or, instead thereof, shall carry back the same mail which he or they brought to such place of exchange, it shall be considered as a whole trip lost, and a penalty equal to the forfeiture stipulated in the third article of this contract shall be incurred.

8. That, upon reasonable complaint made by the Department of the General Post Office against any carrier of the said mail for negligence or misbehavior, such carrier shall be forthwith discharged.

9. That, when the said mail goes by a stage wagon, it shall invariably be carried within the body of a comfortable stage, (or in a secure and dry boot under the driver's feet,) suitable for the accommodation of at least seven travellers, under a penalty of fifty dollars for each offence; and when it is carried on horseback, or vehicle other than a stage, it shall be covered securely with an oilcloth or bearskin, against rain or snow, under a penalty of twenty dollars for each time the mail is wet without such covering; and, for a second offence in permitting the mail to be injured by carrying it contrary to the stipulations before recited, the Postmaster General shall have a right to annul this contract; and when it stops at night, it shall be put in a secure place, and there be locked up, at the contractor's risk, unless it is deposited in a post office.

10. And if any delay shall occur equal to a trip lost, the Postmaster General, when satisfied that such delay has arisen from negligence or misconduct, shall have full right to annul this contract.

11. The forfeitures and penalties before mentioned are to be deducted out of the pay of the contractor, if there shall be so much due; but, if there be not so much due, the contractor and sureties hereby promise to pay their amount to the said Postmaster General, on demand, for value received: *Provided*, That the whole forfeiture and penalties to be incurred in the course of any one trip shall not exceed the sum specified in the third article.

12. If the contractor shall make it appear to the Postmaster General that the delay, failure, or other breach of contract, arose from insurmountable casualty or a public enemy, then no more than half the amount of the said forfeitures and penalties shall be deducted or paid; but it is expressly agreed and understood that, where there is no performance, there shall be no pay or compensation.

13. And the said Postmaster General covenants with the said contractor to provide portmanteaus and bags necessary for containing the letters and newspapers which constitute the aforesaid mail, and pay the said contractor, as aforesaid, for the carriage thereof, as aforesaid, at the rate before mentioned, quarterly, in the months of May, August, November, and February.

14. It is mutually understood by the contracting parties that, if the route, or any part of the route, herein mentioned, shall, previous to the expiration of the contract, be discontinued by act of Congress, or a line of stages shall be established on the whole or any part of it, (the mail not being carried by stage under this contract,) that then this contract, or such part of it as is discontinued, or on which stages shall be established, shall cease to be binding on the Postmaster General, he giving one month's notice of such event, and making an allowance of one month's extra pay.

Provided, always, That this contract shall be null and void in case the said contractor shall become a member of Congress, and also in case any member of Congress is, or shall become, directly or indirectly, himself, or by any other person whatsoever in trust for him, or for his use or benefit, or on his account, interested herein, in the whole or in part; and this contract shall, in all its parts, be subject to the terms and requisitions of an act of Congress passed on the twenty-first day of April, in the year of our Lord one thousand eight hundred and eight, entitled "An act concerning public contracts."

And it is mutually covenanted and agreed by the said parties that this contract shall commence on the first day of January next, and continue in force until the thirty-first day of December, inclusively, which will be in the year one thousand eight hundred and twenty-seven.

In witness whereof, they have hereto interchangeably set their hands and seals, the day and year first above written.

Signed, sealed, and delivered, in the presence of
CHARLES S. HEMPSTEAD, as to Duff Green.

DUFF GREEN.

* Three hundred and ten dollars per annum allowed for a led horse from 1st April, 1825. Thirty dollars per annum allowed for passing Fayette, five miles, from 1st April, 1824.

This schedule subject to alteration by the Postmaster General, agreeably to the provision contained in the second section of the contract.

Leave Franklin every Tuesday at 6 A. M. arrive at Clay court-house on Friday by 10 A. M.; leave Clay court-house every Friday at 2 P. M., arrive at Franklin on Monday by 2 P. M.

Leave Franklin every Friday at 5 A. M., arrive at Clay court-house on Monday by 10 A. M.; leave same on Monday at 1 P. M., arrive at Franklin on Thursday by 6 P. M.

The arrival of the mail at Franklin, from St. Charles, is on Thursday at 6 P. M., and the above alteration of the schedule is respectfully suggested to expedite the mail. It is the time heretofore adopted, and will be continued until further instructions.

D. GREEN.

From May 1st, 1826.—Leave Franklin every Monday at 2 P. M., arrive at Clay court-house on Thursday by 7 P. M.; leave same every Friday at 6 A. M., arrive at Franklin next Monday by 10 A. M.

Know all men by these presents, that we, Duff Green, as principal, and Horatio Cozens, as surety, are held and firmly bound unto the Postmaster General of the United States of America in the just and full sum of one thousand dollars, value received, to be paid unto the Postmaster General, or his successors in office, or to his or their assigns, to which payment well and truly to be made we bind ourselves, our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals; dated the 18th day of June, in the year of our Lord one thousand eight hundred and twenty-four.

The condition of this obligation is such, that whereas the above bounden Green, by a certain contract, bearing date the tenth day of December, in the year of our Lord one thousand eight hundred and twenty-three, has covenanted with the said Postmaster General to carry the mail of the United States, or to cause it to be carried, from Franklin to Clay court-house; thence, by Fort Osage, to Franklin, as per contract annexed, during the term of four years, commencing the first day of January, one thousand eight hundred and twenty-four, and ending the thirty-first day of December which will be in the year one thousand eight hundred and twenty-seven:

Now, if the said Green shall well and truly perform the covenants in the said indenture expressed on his part to be performed, and repay all advances that may be made, then this bond is to be void; otherwise, to remain in full force.

DUFF GREEN,
H. COZENS.

Signed, sealed, and delivered, in presence of

CHARLES S. HEMPSTEAD, as to Green and Cozen's signatures.

I arrived in the city about the 26th of February. On my arrival I showed you a contract with Foyles, and asked your approbation of the transfer, which you gave. I wrote to my agent to make the payment and obtain an assignment, which he did, and which is with the original contract now in your office.

I made a conditional contract with Mr. Meehan for a part of his office about the 1st of April, (that contract was afterwards cancelled, and I must refer to the file of the paper, which I will do, and bring you its date.) I announced myself as the editor in May, and as its proprietor on the 6th of June.

As yet, the expenses on its route from Vincennes to Louisville have exceeded the receipts, but I consider the contract at about a fair price, and believe that it will yield a small profit.

You will find a letter from me, dated in October last, making the assignment called for by the resolution.

I will call and see you this morning.

Yours, respectfully,

D. GREEN.

Hon. Judge McLEAN.

DEAR SIR:

WASHINGTON, December 9, 1826.

I have not heretofore replied to your letter proposing to allow thirty-two dollars per mile for transporting the mail twice a week from Louisville to Vincennes, because it was my wish first to examine the ground, and ascertain the distance; and also, if I could, dispose of the contract I had purchased.

There is a material difference between the computed distance heretofore allowed on contracts, and the real distance as ascertained upon measurement; and it will be at once seen that the increase proposed is not equal to the increased expense incurred in the accelerated movement of the mail.

The mail now leaves Louisville on Mondays and Thursdays, and arrives on Sundays and Thursdays; no other arrangement can be made; the consequence is, that one team and driver has to leave Louisville every Thursday morning and return that night; thus performing double duty that day, and lying by idle all the week.

You can form some idea of the expense thus incurred when I inform you that the hackmen, who are glad to be employed at four dollars per day, have refused to do this duty for eight, and have their ferriage paid.

The contract with Mills is no just criterion for the route from Louisville to Vincennes. He is paid for one hundred and sixty miles computed distance; the road is as level as the Pennsylvania avenue, with scarce a hill to climb—not more than three or four on the whole route that deserve to be called such—whilst it takes almost as long to travel the other route on horseback. He is allowed three days to perform his route, and Vanderburgh has but two. I assured Mr. Vanderburgh that you would allow him \$2,000 for each trip, or \$4,000 per annum for this service; and I hope that, upon reflection, you will see the propriety of doing so.

Yours, respectfully,

D. GREEN.

Hon. J. McLEAN.

DEAR SIR:

BOONE COUNTY, MISSOURI, July 12, 1826.

I have this day disposed of my contracts in this State, and am to-night to close the contract by written agreement. I will advise you more fully in a few days.

I have made a conditional sale of my route through Indiana, but, believing there was a disposition to impose on me by misrepresentations to you, which would produce a forfeiture, and compel me to sacrifice the money I have paid, I prefer to put it in full operation and then dispose of it. I accordingly came on for the purpose of getting an additional stage, and a driver is to start to-morrow, so that I shall be on my end of the route before Mills can obtain stages.

Yours, respectfully,

D. GREEN.

Hon. J. McLEAN, Postmaster General, Washington City.

SIR:

POST OFFICE DEPARTMENT, July 25, 1826.

The change in the schedule proposed in your letter of the 29th ultimo would occasion a loss of time, and is therefore inexpedient.

You have been apprized of my great anxiety to hear of the stages being in operation between Louisville and St. Louis. Already has the Department been severely censured for the delay for which, you are aware, it is not justly censurable, unless in omitting to impose a condition, in accepting the bid for stages, that the acceptance should be void unless the obligation by the contractors was fulfilled in a limited time.

I certainly expected that stages would have been on the route before this time.

On many accounts I am desirous that you should sell your contract on this route should you leave the West. It will be impossible for you to correct any irregularity that may occur at so great a distance.

Every failure would be loudly complained of, and, unless the most rigorous course was pursued, and a forfeiture exacted for the first failure that placed the contract at the disposal of the Department, the most serious accusations would be made.

It is evidently against good policy to place contracts in the hands of persons who reside many hundred miles from the routes. Of this you are as fully convinced as I am; and I have no doubt that you, by a sale, will relieve the Department and yourself from all embarrassments respecting it.

I am, very respectfully, your obedient servant,

JOHN McLEAN.

DUFF GREEN, Esq., *St. Louis, Missouri.*

SIR:

POST OFFICE DEPARTMENT, *July 19, 1826.*

I exceedingly regret that stages are not yet in operation between Louisville and St. Louis. Letters are almost daily received complaining of the delay, and censuring the conduct of the Department. Nothing has been left undone by me which it was proper for me to do to carry the late arrangement into effect.

I am less uneasy at the censures which have been heard than the loss which the public may sustain by the delay. If you should move from the West, it is very important that you should sell your interest in this line to an efficient man, who would do justice to the public.

You inform me that Foyles is still on the road. Has your negotiation with him failed? If it has, it would be important for me to know it.

The transfer of his contract to you was absolute, though there were some conditions, aside from the transfer, on the performance of which, if my memory serves me, he was to deliver his stage property to you. His remaining on the line authorizes the presumption that some difficulty has arisen on this part of the arrangement.

As the contract was for a stage transportation, and the mail has been carried on horseback, a less rate of compensation will be paid than the sum stipulated.

I feel great solicitude for the arrangement of this business, that all complaints may cease, or rather that there may be no complaint well grounded.

A stage line cannot be managed to the advantage of the contractor, or to the public benefit, unless under the immediate superintendence of the contractor.

I sincerely hope that you will be able to find a contractor to supply your place on this line, who shall possess all the requisites of an efficient agent of the Department.

I am, very respectfully, your obedient servant,

JOHN McLEAN.

DUFF GREEN, Esq., *St. Louis, Missouri.*

There were sent to James Vanderburgh, of Vincennes, Indiana, by direction of Duff Green, in a letter of the 13th October, 1826:

A draft on Burr Bradley for	-	-	-	-	-	\$10
A draft on R. Brown for	-	-	-	-	-	10
A draft on Thomas Cissel for	-	-	-	-	-	5
A check for	-	-	-	-	-	275
						<u>\$300</u>

To Isom Sexton, of St. Louis, Missouri, in a letter of 11th December, 1826:

A draft, payable 1st January, 1827, on John Pitman, for	-	-	-	-	\$50 45
A draft, payable 1st January, 1827, on James Journey, for	-	-	-	-	10 00
A draft, payable 1st January, 1827, on J. L. Sharp, for	-	-	-	-	20 00
A draft, payable 1st January, 1827, on E. Fruit, for	-	-	-	-	10 00
A draft, payable 1st January, 1827, on T. Harrison, for	-	-	-	-	15 00
A draft, payable 1st January, 1827, on C. Hardin, for	-	-	-	-	70 00
A draft, payable 1st January, 1827, on sureties of G. B. Wilcox, for	-	-	-	-	34 55
A draft, payable 1st January, 1827, on G. M. Samuels, for	-	-	-	-	40 00
A draft, payable 1st January, 1827, on S. Daly, for	-	-	-	-	25 00
A draft, payable 1st January, 1827, on E. B. Cabell, for	-	-	-	-	50 00
A draft, payable 1st January, 1827, on E. Aull, for	-	-	-	-	20 00
A draft, payable 1st January, 1827, on W. L. Smith, for	-	-	-	-	130 00
					<u>\$475 00</u>

And to Isom Lewis, of St. Louis, Missouri, in a letter of 11th December, 1826:

A draft, payable 1st January, 1827, on W. P. Hunt, for	-	-	-	-	\$31 15
A draft, payable 1st January, 1827, on J. L. Musick, for	-	-	-	-	30 00
					<u>\$61 15</u>

All other payments have been made to Duff Green in drafts on postmasters on the routes, checks on banks in his own favor, and on account of drafts drawn by him on the Department.

20th Congress.]

No. 67.

[1st Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 4, 1827.

SIR:

POST OFFICE DEPARTMENT, *November 13, 1827.*

The receipts of this Department for the year ending the 1st July last amounted to - \$1,473,551 00
During the same period, the expenditures were - 1,373,239 00

\$100,312 00

Leaving one hundred thousand three hundred and twelve dollars surplus of receipts.

The receipts of the last year exceeded those of the four preceding years the sums stated, viz:

1826, -	-	-	-	-	-	-	\$85,134 18
1825, -	-	-	-	-	-	-	291,489 68
1824, -	-	-	-	-	-	-	204,352 09
1823, -	-	-	-	-	-	-	359,205 88

If to the above sums there be added the amount of the reduction of expenditure upon established routes without lessening the public accommodation, and due allowance be made for increased services, at a rate of compensation below what had usually been paid, the condition of the Department will be found to have been improved, within four years, ending 1st July last, more than \$1,000,000; and the last year, in comparison with the year preceding, 1st July, 1823, near \$500,000.

Within the last year an augmented transportation of the mail has been authorized of 415,214 miles annually, in stages, and on horseback, or in sulkeys, 500,032 miles.

Under the contracts recently made, great additional facilities have been given, by accelerating the mail on leading routes, increasing the number of trips, and establishing lines which connect important districts of country. There are few towns or villages in the Union which are not accommodated with mail stages.

The post offices have been increased to seven thousand.

In the last four years there has been added to the mail operations of the country, in revenue, transportation of the mail, and post offices, more than one-third. The means of the Department are now ample to meet the reasonable wants of the country; and a vigilant administration of its affairs, for a few years to come, will place at the disposition of the Government an annual surplus of more than half a million of dollars. This sum will be augmented, as facilities of mail intercourse are multiplied, and can be most advantageously applied, if deemed within the constitutional powers of Congress, in the establishment and repairs of mail roads.

By the last annual statement there was shown to be in deposit, and due from postmasters, including

Judgments obtained on old accounts, the sum of	-	-	-	-	-	\$270,321 87
To this sum may be added the surplus of last year,	-	-	-	-	-	100,312 00
						<u>\$370,633 87</u>

The repairs lately authorized to be made on the mail roads from Columbus to Doake's, in the State of Mississippi, and from Fort Mitchell to Line creek, in Alabama, are nearly completed, under contracts which require the work to be done in the best manner, and at a price that cannot fail to meet the public approbation.

I have the honor to be, with great respect, your obedient servant,

JOHN McLEAN.

THE PRESIDENT OF THE UNITED STATES.

20th CONGRESS.]

No. 63.

[1st Session.]

NETT AMOUNT OF POSTAGE ACCRUING AT EACH POST OFFICE, FOR THE YEAR ENDING MARCH 31, 1827.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 14, 1828.

SIR:

POST OFFICE DEPARTMENT, *January 10, 1828.*

In obedience to a resolution of the House of Representatives passed March 1, 1825, I have the honor to transmit you, herewith, a statement of the nett amount of postage accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1827; and showing the nett amount accruing in each State and Territory.

With great respect, I have the honor to be your obedient, humble servant.

JOHN McLEAN.

The Hon. ANDREW STEVENSON,

Speaker of the House of Representatives.

A statement of the nett amount of postages accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1827; and showing the nett amount accruing in each State and Territory.

NEW YORK.

Acasto, -	-	-	\$1 95	Amity, -	-	-	\$21 80	Auburn, -	-	-	\$2,151 70
Accord, -	-	-	48 51	Amsterdam, -	-	-	204 08	Augusta, -	-	-	-
Adams, -	-	-	159 65	Anaquascook, -	-	-	1 81	Aurelius, -	-	-	45 80
Adamsville, -	-	-	16 75	Ancram, -	-	-	4 47	Auriesville, -	-	-	17 36
Addison, -	-	-	8 05	Andes, -	-	-	36 74	Aurora, -	-	-	269 34
Albany, -	-	-	9,937 95	Angelica, -	-	-	194 90	Austerlitz, -	-	-	36 13
Albion, -	-	-	147 30	Angola, -	-	-	6 71	Avon, -	-	-	235 25
Alden, -	-	-	32 60	Antwerp, -	-	-	78 29	Bainbridge, -	-	-	93 08
Alexander, -	-	-	65 97	Appling, -	-	-	2	Baldwinsville, -	-	-	54 26
Alexandria, -	-	-	23 00	Apulia, -	-	-	13 85	Ballston, -	-	-	78 50
Alfred, -	-	-	30 07	Argyle, -	-	-	121 13	Ballston Springs, -	-	-	507 92
Allenville, -	-	-	3 39	Arkport, -	-	-	12 91	Bangor, -	-	-	26 96
Almond, -	-	-	38 54	Arthursbury, -	-	-	18 26	Barre, -	-	-	78 71
Alps, -	-	-	9 12	Athens, -	-	-	126 61	Barrington, -	-	-	26 00
Amber, -	-	-	28 68	Athol, -	-	-	4 64	Batavia, -	-	-	1,069 66
Amenia, -	-	-	66 23	Attica, -	-	-	107 37	Bates, -	-	-	4 64
Amenia Union Society, -	-	-	51 58	Attlebury, -	-	-	25 81	Bath, -	-	-	400 46

NEW YORK—Continued.

Bedford, - - -	\$116 34	Cayuga, - - -	\$62 20	Crawford, - - -	\$14 49
Beckman, - - -	64 84	Cayuga Creek, - - -	28 39	Cross River, - - -	12 54
Beckmantown, - - -	12 94	Cayuga Inlet, - - -	1 18	Crown Point, - - -	49 84
Belfast, - - -	5 90	Cayuta, - - -	5 98	Cuba, - - -	23 70
Bemus, - - -	83	Cazenovia, - - -	388 91	Cuddebackville, - - -	31 81
Bennington, - - -	31 13	Cedarville, - - -	9 84	Cutchogue, - - -	11 71
Beaton, - - -	67 50	Central Square, - - -	40 09	Danby, - - -	47 12
Bergen, - - -	59 34	Centre Almond, - - -	5	Danielsville, - - -	3 27
Berkshire, - - -	48 99	Centreville, A. county, - - -	36 16	Danube, - - -	30 46
Berlin, - - -	54 46	Centreville, U. county, - - -	13 55	Dansville, - - -	141 84
Bern, - - -	39 41	Champion, - - -	73 48	Danville, - - -	16 77
Bethany, - - -	61 09	Champion South Roads, - - -	8 30	Davenport, - - -	11 86
Bethel, - - -	30 83	Champlain, - - -	95 96	Decatur, - - -	20 22
Bethlehem, - - -	22 50	Chaplesburg, - - -	50	De Kalb, - - -	39 15
Bettsburg, - - -	9 74	Charleston, - - -	37 19	Delhi, - - -	182 94
Big Flat, - - -	27 01	Charlotte, - - -	35 02	Delphi, - - -	72 01
Black Creek, - - -	5 84	Charlottesville, - - -	35	Demott's Corner, - - -	58 36
Black Rock, - - -	366 31	Charlton, - - -	104 31	Denmark, - - -	80 36
Blenheim, - - -	35 63	Chateaugay, - - -	58 55	Depauville, - - -	7 73
Bloomburg, - - -	107 38	Chatham, - - -	68 78	Deposit, - - -	41 50
Bloomington, - - -	25 93	Chatham Four Corners, - - -	18 60	De Ruyter, - - -	91 61
Bloomington Grove, - - -	73 14	Chaumont, - - -	33 03	Dewitt's Valley, - - -	5 50
Bloomville, - - -	19 85	Chazy, - - -	98 72	Dewittsville, - - -	7 17
Bolivar, - - -	3 12	Chemung, - - -	20 88	Dix Hills, - - -	4 39
Bolton, - - -	30 30	Chenango Forks, - - -	25 87	Doty's Corner, - - -	1 38
Boonville, - - -	77 03	Chenango Point, - - -	160 08	Douw's, - - -	7 69
Borodino, - - -	43 90	Cherry Valley, - - -	345 60	Dover, - - -	49 38
Boston, - - -	37 76	Chester, O. county, - - -	39 62	Dresden, - - -	3 32
Bovina, - - -	37 52	Chester, W. county, - - -	33 40	Drown Meadow, - - -	28 37
Bowman's Creek, - - -	19 64	Chili, - - -	45 86	Dryden, - - -	68 01
Brainerd's Bridge, - - -	38 24	China, - - -	26 50	Duanesburg, - - -	81 28
Bridgehampton, - - -	51 37	Chitteningo, - - -	177 53	Dunkirk, - - -	15 48
Bridgewater, - - -	135 18	Church Tract, - - -	4 20	Durham, - - -	124 68
Brighton, - - -	67 76	Cicero, - - -	65 00	Eagle, - - -	7 38
Bristol, - - -	87 36	Cincinnati, - - -	38 98	East Bethany, - - -	15 22
Broadalbin, - - -	132 90	Clarence, - - -	84 12	East Bloomfield, - - -	198 62
Brockett's Bridge, - - -	71	Clarendon, - - -	42 18	East Branch, - - -	1 36
Brockport, - - -	168 73	Clarksborough, - - -	44 71	East Chester, - - -	48 49
Bronx, - - -	7 24	Clark's Corner, - - -	14 71	East Evans, - - -	19 81
Brookfield, - - -	30 43	Clarkson, - - -	216 35	East Hamburg, - - -	4 93
Brooklyn, - - -	1,039 34	Clarkstown, - - -	24 60	East Hamilton, - - -	13 47
Brookville, - - -	6 73	Claverack, - - -	69 37	East Hampton, - - -	75 97
Broome, - - -	29 44	Clermont, - - -	68 10	East Hunter, - - -	1 26
Brownsville, - - -	234 77	Clinton, - - -	322 20	East Moriah, - - -	1 17
Brutus, - - -	73 48	Clinton Hollow, - - -	24 30	Easton, - - -	80 93
Bruynswick, - - -	13 95	Clintonville, - - -	8 12	East Ridge, - - -	60 30
Buckram, - - -	10 23	Clockville, - - -	16 82	East Schuyler, - - -	20 28
Buffalo, - - -	1,621 94	Cloverville, - - -	13 41	East Sempronius, - - -	16 62
Bullville, - - -	22 24	Clyde, - - -	14 83	Eaton, - - -	61 09
Burdette, - - -	71 97	Clymer, - - -	9 50	Eaton Bush, - - -	12 80
Burlington, - - -	81 32	Cobleskill, - - -	36 62	Eaton's Corner, - - -	24 57
Buskirk's Bridge, - - -	68 97	Cochecton, - - -	40 52	Eden, - - -	22 25
Busti, - - -	22 00	Coeymans, - - -	56 62	Edenville, - - -	9 87
Butternuts, - - -	137 80	Cohocton, - - -	46 79	Edinburg, - - -	38 36
Byrnesville, - - -	2 79	Colchester, - - -	30 21	Edmeston, - - -	39 64
Byron, - - -	62 48	Coldenham, - - -	49 38	Elba, - - -	36 81
Cairo, - - -	135 65	Cold Springs, P. county, - - -	80 20	Elbridge, - - -	108 14
Caldwell, - - -	74 47	Cold Springs, S. county, - - -	42 82	Ellenville, - - -	43 69
Caledonia, - - -	165 90	Colesville, - - -	25 67	Ellery, - - -	20 76
Cambria, - - -	32 62	Collins', - - -	44 76	Ellicottsville, - - -	60 41
Cambridge, - - -	214 40	Collins' Mills, - - -	26 64	Ellington, - - -	16 14
Camden, - - -	93 37	Colosse, - - -	39 84	Ellisburg, - - -	115 37
Cameron, - - -	5 15	Columbia, H. county, - - -	33 60	Elmira, - - -	53 60
Camillus, - - -	170 82	Columbia, St. L. county, - - -	55 29	Elon, - - -	10
Campbelltown, - - -	17 88	Columbiaville, - - -	52 17	Enfield, - - -	26 33
Canaan, - - -	84 46	Columbus, - - -	45 15	Erie, - - -	36 02
Canaan Four Corners, - - -	44 64	Columbus Four Corners, - - -	15 66	Erieville, - - -	22 46
Canajoharie, - - -	141 23	Concord, - - -	9 30	Erwin, - - -	40 98
Canajoharie Central, - - -	9 33	Conesus, - - -	12 92	Esperance, - - -	137 27
Canandaigua, - - -	1,869 62	Conewango Creek, - - -	29 51	Essex, - - -	115 51
Canastota, - - -	67 27	Conklin, - - -	4 36	Etna, - - -	20 51
Candor, - - -	35 54	Conquest, - - -	16 03	Evans, - - -	21 32
Caneadea, - - -	7 77	Constable, - - -	34 90	Evans' Mills, - - -	53 99
Canoga, - - -	18 54	Constableville, - - -	16 66	Exeter, - - -	53 38
Cannonsville, - - -	7 79	Constantia, - - -	39 44	Fabius, - - -	74 81
Canterbury, - - -	77 92	Cooperstown, - - -	642 35	Factoryville, - - -	20 22
Canton, - - -	87 76	Coothill, - - -	7 11	Fairfield, - - -	144 14
Cape Vincent, - - -	184 16	Copake, - - -	2 87	Fall Creek, - - -	20 19
Carlisle, - - -	59 21	Copenhagen, - - -	43 25	Fallsburg, - - -	16 07
Carmel, - - -	62 09	Coram, - - -	2 51	Farmer, - - -	46 37
Caroline, - - -	39 41	Gorinth, - - -	34 76	Farmer, G. county, - - -	19 79
Carpenter's Point, - - -	27 58	Corliss, - - -	6 31	Farmersville, - - -	53 44
Carroll, - - -	14 53	Cornelia, - - -	2 72	Farmington, - - -	17 26
Carthage, - - -	86 15	Corner Office, - - -	33	Farms, - - -	17 07
Casada, - - -	4 42	Cornwallville, - - -	2 69	Fayette, - - -	39 07
Castile, - - -	46 27	Cortlandtown, - - -	41 15	Fayetteville, - - -	73 53
Castleton, - - -	11 34	Cortland Village, - - -	156 31	Federal Store, - - -	20 23
Catharine's Landing, - - -	22 53	Coventry, - - -	75 00	Felt's Mills, - - -	11 07
Catharinestown, - - -	57 63	Covert, - - -	36 26	Fenelon, - - -	1 07
Catlin, - - -	8 92	Covert, - - -	66 24	Fenner, - - -	17 05
Cato, - - -	40 14	Covington, - - -	237 51	Finchville, - - -	12 24
Cato Four Corners, - - -	24 99	Coxsackie, - - -	19 80	Fireplace, - - -	13 94
Catskill, - - -	853 14	Craig Meadow, - - -	24 25	Fishkill, - - -	179 83
Caughnawaga, - - -	94 75	Craigville, - - -	14 53	Fishkill Landing, - - -	173 88
		Cranberry Creek, - - -			

NEW YORK—Continued.

Fish Lake, - - -	\$7 35	Harpersville, - - -	\$15 29	Learned's, - - -	\$1 39
Flatbush, - - -	20 72	Harrisburg, - - -	6 09	Lebanon, - - -	55 96
Fleming, - - -	17 88	Harrison, - - -	20 52	Lee, - - -	36 04
Flint Creek, - - -	4 40	Hartford, - - -	110 21	Leesville, - - -	36 77
Florence, - - -	32 47	Hartland, - - -	82 89	Lenox, - - -	142 38
Florida, - - -	49 02	Hartsville, - - -	8 56	Leonardsville, - - -	15 46
Floyd, - - -	43 91	Hartwick, - - -	75 34	Leoni, - - -	3 75
Flushing, - - -	54 42	Haverstraw, - - -	57 60	Le Raysville, - - -	144 97
Fly Creek, - - -	41 37	Head of Cow Neck, - - -	26 07	Le Roy, - - -	464 66
Forks, - - -	22 92	Hebron, - - -	63 38	Lewis, - - -	31 40
Fort Ann, - - -	138 99	Hector, - - -	63 31	Lewiston, - - -	1,188 37
Fort Covington, - - -	167 16	Hector Falls, - - -	12 97	Lexington, - - -	32 60
Fort Edwards, - - -	105 20	Helena, - - -	47	Lexington Heights, - - -	12 59
Fort Miller, - - -	74 66	Hempstead, - - -	41 86	Leyden, - - -	113 19
Fort Plain, - - -	34 93	Henderson, - - -	83 86	Liberty, - - -	25 23
Fusterville, - - -	2 98	Henrietta, - - -	108 81	Libertyville, - - -	12 03
Fowler, - - -	47 67	Herkimer, - - -	218 09	Lima, - - -	199 97
Fowlerville, - - -	18 45	Hillsdale, - - -	67 66	Limerick, - - -	20 80
Frankfort, - - -	64 51	Hinsdale, - - -	9 59	Lindsleytown, - - -	6 63
Franklin, - - -	88 33	Hogansburg, - - -	46 50	Linklaen, - - -	21 61
Franklinville, - - -	43 29	Hogan's Corner, - - -	2 10	Lisbon, - - -	38 60
Fredonia, - - -	346 34	Holland, - - -	22 62	Lisle, - - -	87 20
Freedom, - - -	12 09	Holland Patent, - - -	16 93	Litchfield, - - -	48 17
Freedom Plains, - - -	3 11	Holley, - - -	33 40	Little Britain, - - -	7 89
Frechold, - - -	12 33	Homer, - - -	318 81	Little Falls, - - -	317 56
Freetown, - - -	7 12	Honesville, - - -	29 60	Little Valley, - - -	17 08
Freetown Corners, - - -	21 82	Hopeton, - - -	31 06	Liverpool, - - -	75 97
Freybush, - - -	27 62	Hopewell, - - -	58 99	Livingston, - - -	128 99
Friendship, - - -	72 23	Hopkins, - - -	2 48	Livingstonville, - - -	24 81
Fulton, - - -	57 81	Hopkinton, - - -	58 87	Livonia, - - -	149 66
Gaines, - - -	202 34	Hornby, - - -	8 05	Lloydsville, - - -	14 39
Gainesville, - - -	24 67	Hornellsville, - - -	53 62	Locke, - - -	62 83
Galen, - - -	126 23	Horsehead, - - -	3 08	Lockport, - - -	590 94
Gallupville, - - -	11 51	Hoosick, - - -	108 65	Lodi, - - -	52 67
Galway, - - -	177 28	Hoosick Falls, - - -	55 62	Lorraine, - - -	29 40
Gardnersville, - - -	9 12	Howard, - - -	25 03	Louisville, - - -	24 53
Garratsville, - - -	11 04	Hudson, - - -	1,390 16	Lower Addison, - - -	10 65
Geddes, - - -	99 95	Hume, - - -	10 42	Lowville, - - -	270 15
Genegantslet, - - -	10 19	Hunter, - - -	43 90	Ludlowville, - - -	189 50
Genesee, - - -	578 82	Huntington, - - -	64 14	Luzerne, - - -	42 83
Geneva, - - -	2,422 48	Huntington, South, - - -	23 54	Lyme, - - -	9 66
Genoa, - - -	65 84	Huntsville, - - -	31 11	Lyons, - - -	552 47
Georgetown, - - -	30 45	Hyde Park, - - -	196 98	Lysander, - - -	80 57
German Flats, - - -	26 37	Independence, - - -	12 87	McConnellsville, - - -	13 26
Germantown, - - -	15 03	Ingersoll's Store, - - -	11 42	McDonough, - - -	18 92
Gerry, - - -	47 22	Inman's Cross Roads, - - -	10 50	Macedon, - - -	39 30
Ghent, - - -	44 52	Ionia, - - -	18 27	McLean, - - -	10 85
Gilbertsville, - - -	52 69	Ira, - - -	43 26	Madison, - - -	170 17
Gilboa, - - -	34 53	Islip, - - -	18 53	Magnolia, - - -	72
Glen, - - -	28 55	Italy, - - -	25 59	Malden, - - -	5 20
Glenn's Falls, - - -	185 39	Ithaca, - - -	962 77	Malone, - - -	202 11
Glenville, - - -	27 15	Jackson, - - -	48 43	Malta, - - -	36 17
Goff's Mills, - - -	5 16	Jacksonville, - - -	57 55	Mamakating, - - -	89 64
Gorham, - - -	60 12	Jamaica, - - -	218 48	Mamaroneck, - - -	95 13
Goshen, - - -	243 49	Jamestown, - - -	180 69	Manchester, - - -	92 45
Gouverneur, - - -	86 31	Jameville, - - -	78 59	Manchester, Oneida county, - - -	70 61
Grafton, - - -	12 52	Jasper, - - -	14 50	Manheim, - - -	38 78
Granby, - - -	16 08	Jay, - - -	35 01	Manheim Centre, - - -	3 11
Granville, - - -	240 78	Jefferson, - - -	39 27	Manlius, - - -	455 49
Great Valley, - - -	18 21	Jericho, - - -	20 72	Manlius Centre, - - -	9 64
Greece, - - -	31 48	Jersey, - - -	13 49	Mannsville, - - -	54 72
Greeburg, - - -	72 70	Jerusalem, - - -	18 83	Marbletown, - - -	69 14
Greenbush, - - -	138 31	Johnsburg, - - -	17 64	Marcellus, - - -	189 00
Greene, - - -	127 75	Johnson Creek, - - -	27 60	Marengo, - - -	40 98
Greenfield, - - -	85 01	Johnstown, - - -	427 14	Marion, - - -	36 19
Green River, - - -	17 54	Jonesville, - - -	10 05	Marlborough, - - -	46 60
Greenville, - - -	97 72	Jordon, - - -	34 43	Martinsburgh, - - -	121 95
Greeneville, - - -	179 19	Keene, - - -	16 16	Maryland, - - -	26 93
Greigsville, - - -	21 40	Keeseville, - - -	182 54	Masonville, - - -	27 35
Grotton, - - -	93 49	Kelloggsville, - - -	62 37	Massena, - - -	62 24
Groveland, - - -	26 94	Kempville, - - -	37 54	Mattesons's Mills, - - -	1 98
Guilderland, - - -	39 82	Kennedysville, - - -	5 45	Mattituck, - - -	18 93
Guilford, - - -	79 58	Kensington, - - -	9 02	Mayfield, - - -	48 47
Gurnee's Mills, - - -	2 75	Kent, - - -	10 71	Mayville, - - -	219 71
Hadley, - - -	2 93	Ketcham's Corner, - - -	28 17	Mead's Creek, - - -	8 04
Hague, - - -	16 31	Kinderhook, - - -	320 78	Mechanicville, - - -	43 34
Haight, - - -	3 55	Kingsborough, - - -	65 38	Mecklinburgh, - - -	19 50
Half Moon, - - -	51 09	Kingsbury, - - -	47 83	Medina, - - -	3 10
Hallsville, - - -	10 16	King's Ferry, - - -	97 60	Mendon, - - -	127 14
Hamburg, - - -	74 29	Kingston, - - -	547 05	Mercedith, - - -	46 26
Hamburg on the Lake, - - -	10 59	Kinney's Four Corners, - - -	51	Mexico, - - -	86 53
Hamden, - - -	12 73	Knowlesville, - - -	17 17	Middleburgh, - - -	78 90
Hamilton, - - -	272 34	Knox, - - -	30 55	Middlebury, - - -	69 74
Hammond, - - -	41 13	Kortright's, - - -	68 62	Middlebury Village, - - -	81 12
Hampton, - - -	30 76	La Fargeville, - - -	5 21	Middlefield, - - -	39 72
Hancock, - - -	9 05	Lafayette, - - -	52 65	Middlefield Centre, - - -	10 86
Hannibal, - - -	35 97	La Grange, - - -	2 91	Middle Island, - - -	25 13
Hanover, - - -	89 62	Lairdsville, - - -	34 99	Middleport, - - -	41 12
Harford, - - -	12 82	Lansingburg, - - -	617 97	Middlesex, - - -	45 76
Harlem, - - -	83 04	Lassellville, - - -	13 98	Middletown, D. county, - - -	24 62
Harmony, - - -	3 88	Lawrence's Mills, - - -	2 72	Middletown, O. county, - - -	60 71
Harpending's Corner, - - -	3 00	Laurens, - - -	86 84	Middletown, S. county, - - -	16 34
Harpersfield, - - -	50 20	Laona, - - -	2 21	Middleville, - - -	49 50
Harpersfield Centre, - - -	37 56	Lawyersville, - - -	15 03	Milan, - - -	19 65

NEW YORK—Continued.

Milford, - - - - -	\$28 95	Oak Hill, - - - - -	\$18 33	Potter's Hollow, - - - - -	\$9 89
Milfordville, - - - - -	12 47	Oakland, - - - - -	18 19	Poughkeepsie, - - - - -	1,352 14
Miller's Place, - - - - -	10 05	Oak Orchard, - - - - -	37 00	Poundridge, - - - - -	9 33
Mill Grove, - - - - -	11	Ogden, - - - - -	49 98	Prattsburgh, - - - - -	83 21
Miltoown, - - - - -	2 23	Ogdensburg, - - - - -	1,031 54	Preble, - - - - -	53 99
Mill Village, - - - - -	4 70	Olean, - - - - -	72 97	Preston, - - - - -	17 51
Millville, - - - - -	9 32	Oncida, - - - - -	60 17	Preston Hollow, - - - - -	16 14
Milton, - - - - -	30 51	Onondaga Court-house, - - - - -	252 72	Princeton, - - - - -	9 82
Mina, - - - - -	53 77	Onondaga Hollow, - - - - -	239 57	Prospect Hill, - - - - -	21 76
Minaborough, - - - - -	2 81	Ontario, - - - - -	70 25	Providence, - - - - -	23 12
Minaville, - - - - -	70 63	Openheim, - - - - -	36 01	Pulaski, - - - - -	2 37
Minden, - - - - -	12 56	Oran, - - - - -	53 81	Pultney, - - - - -	30 44
Minisink, - - - - -	22 96	Orange, - - - - -	7 79	Putnam, - - - - -	20 70
Moffitt's Store, - - - - -	27 62	Orangeville, - - - - -	29 73	Quaker Hill, - - - - -	21 92
Monroe, - - - - -	43 78	Oregon, - - - - -	15 02	Quaker Springs, - - - - -	22 80
Monroe Works, - - - - -	48 56	Oriskany, - - - - -	77 76	Quincy, - - - - -	18 46
Montezuma, - - - - -	136 50	Orrington, - - - - -	24 33	Ramapo Works, - - - - -	103 77
Monticello, - - - - -	159 96	Orville, - - - - -	68 13	Rathbun's Settlement, - - - - -	5 16
Moore's, - - - - -	14 98	Oswego, - - - - -	361 40	Reading, - - - - -	42 23
Moreau, - - - - -	5 12	Oswego Falls, - - - - -	79 41	Red Creek, - - - - -	4 73
Moreville, - - - - -	11 63	Otisco, - - - - -	83 06	Redfield, - - - - -	14 19
Moreland, - - - - -	3 40	Otisville, - - - - -	13 89	Red Hook, - - - - -	120 80
Moriah, - - - - -	58 77	Otselie, - - - - -	19 74	Red Hook Landing, - - - - -	172 18
Moriches, - - - - -	47 67	Otto, - - - - -	4 82	Red Mills, - - - - -	7 27
Morristown, - - - - -	203 79	Ovid Village, - - - - -	317 62	Remsen, - - - - -	60 32
Morrisville, - - - - -	105 36	Owasco, - - - - -	53 61	Rensselaerville, - - - - -	129 78
Moscow, - - - - -	132 78	Owego, - - - - -	93 75	Rexford Flats, - - - - -	16 17
Mountain Ridge, - - - - -	9 11	Oxbow, - - - - -	85 83	Reynoldsville, - - - - -	85
Mount Hope, - - - - -	36 54	Oxford, - - - - -	384 36	Rhinebeck, - - - - -	312 95
Mount Morris, - - - - -	74 40	Oyster Bay, - - - - -	33 79	Richfield, - - - - -	76 83
Mount Pleasant, - - - - -	217 56	Oyster Bay, South, - - - - -	10 86	Richford, - - - - -	24 47
Mount Ross, - - - - -	82	Oyster Ponds, - - - - -	30 76	Richland, - - - - -	137 01
Mount Upton, - - - - -	36 06	Paine's Hollow, - - - - -	6 76	Richmond, O. county, - - - - -	143 30
Mount Washington, - - - - -	1 95	Painted Post, - - - - -	33 67	Richmond, R. county, - - - - -	36 68
Mud Creek, - - - - -	4 98	Palatine, - - - - -	45 56	Richmondville, - - - - -	17 87
Murray, - - - - -	95 66	Palatine Bridge, - - - - -	106 14	Ridgeberry, - - - - -	8 80
Musquito Cove, - - - - -	29 53	Paleenville, - - - - -	13 33	Ridgeway, - - - - -	95 09
Nanticoke, - - - - -	22 94	Palmyra, - - - - -	636 24	Riga, - - - - -	108 64
Naples Village, - - - - -	58 95	Pamelia, - - - - -	10 68	Ripley, - - - - -	47 21
Nashville, - - - - -	11 86	Panama, - - - - -	2 90	River Road, - - - - -	3 97
Nassau, - - - - -	91 49	Paris, - - - - -	105 53	Rochester, - - - - -	5,031 13
Nelson, - - - - -	61 95	Paris Furnace, - - - - -	55 98	Rockland, - - - - -	6 14
Newark, T. county, - - - - -	28 00	Parishville, - - - - -	59 74	Rock Stream, - - - - -	26 62
Newark, O. county, - - - - -	145 16	Parma, - - - - -	78 33	Rodman's, - - - - -	54 33
New Baltimore, - - - - -	29 42	Partridge Island, - - - - -	2 37	Rome, - - - - -	526 69
New Berlin, - - - - -	145 32	Patchogue, - - - - -	33 95	Romulus, - - - - -	100 35
Newbernville, - - - - -	9 21	Patterson, - - - - -	40 84	Rout, - - - - -	33 32
Newburgh, - - - - -	643 47	Pauling's, - - - - -	47 30	Rose, - - - - -	16 79
New Concord, - - - - -	19 62	Pavilion, - - - - -	43 91	Rossie Iron Works, - - - - -	1 88
New Fane, - - - - -	16 24	Peeckskill, - - - - -	233 74	Rossville, - - - - -	1 13
Newfield, - - - - -	28 75	Pembroke, - - - - -	54 59	Rotterdam, - - - - -	57 74
New Hartford, - - - - -	305 84	Pendleton, - - - - -	25 33	Rouse's Point, - - - - -	29 04
New Haven, - - - - -	48 00	Penfield, - - - - -	102 62	Roxbury, - - - - -	80 48
New Lebanon, - - - - -	226 25	Penn Yan, - - - - -	383 85	Royalton, - - - - -	18 86
New Lisbon, - - - - -	54 73	Pepacton, - - - - -	1 52	Royalton Centre, - - - - -	76 38
New Milford, - - - - -	1 98	Perch River, - - - - -	4 24	Rush, - - - - -	39 38
New Paltz, - - - - -	71 98	Perrington, - - - - -	59 95	Rushford, - - - - -	83 85
New Paltz Landing, - - - - -	33 57	Perry, - - - - -	130 50	Rushville, - - - - -	16 90
Newport, - - - - -	141 50	Perry Centre, - - - - -	39 65	Russell, - - - - -	75 81
New Rochelle, - - - - -	95 35	Perryburgh, - - - - -	1 40	Russia, - - - - -	68 10
New Scotland, - - - - -	8 68	Perryville, - - - - -	33 73	Russia Iron Works, - - - - -	40 70
New Vernon, - - - - -	4 70	Peru, - - - - -	146 00	Rutland, - - - - -	24 65
Newville, - - - - -	11 64	Peterborough, - - - - -	162 85	Rye, - - - - -	493 80
New Woodstock, - - - - -	47 40	Petersburgh, - - - - -	51 07	Sackett's Harbor, - - - - -	143 83
New York City, - - - - -	114,388 81	Pharsalia, - - - - -	22 03	St. Johnsville, - - - - -	53 31
Niagara Falls, - - - - -	147 25	Phelps, - - - - -	188 72	Salem, - - - - -	412 01
Nichols, - - - - -	2 93	Philadelphia, - - - - -	33 46	Salem Centre, - - - - -	1 96
Norfolk, - - - - -	49 36	Phillipsburgh, - - - - -	11 12	Salina, - - - - -	366 31
North Almond, - - - - -	5 80	Pierpont, - - - - -	64 23	Salisbury, - - - - -	74 73
North America, - - - - -	23 23	Pike, - - - - -	7 28	Salisbury Mills, - - - - -	35 71
Northampton, - - - - -	70 84	Pinckney, - - - - -	62 81	Salt Point, - - - - -	8 15
North Blenheim, - - - - -	24 95	Pine Plains, - - - - -	19 37	Sand Bank, - - - - -	12 65
North Castle, - - - - -	1 84	Pitcher, - - - - -	3 61	Sandford, - - - - -	3 99
North Chatham, - - - - -	13 79	Pittsfield, - - - - -	244 39	Sand Lake, - - - - -	61 10
North China, - - - - -	47 59	Pittsford, - - - - -	90 11	Sandy Creek, - - - - -	52 01
North East, - - - - -	5 48	Pittstown, - - - - -	31 25	Sandy Hill, - - - - -	268 30
North Easton, - - - - -	129 46	Plainfield, - - - - -	44	Sangerfield, - - - - -	85 58
North Granville, - - - - -	22 27	Plainville, - - - - -	28 64	Saratoga Springs, - - - - -	677 07
North Greenwich, - - - - -	9 97	Plattekill, - - - - -	621 62	Sardina, - - - - -	32 87
North Hector, - - - - -	14 54	Pleasantburg, - - - - -	138 95	Saugerties, - - - - -	142 96
North Hempstead, - - - - -	10 97	Pleasant Valley, - - - - -	9 81	Sauquoit, - - - - -	43 61
North Lansing, - - - - -	32 07	Plymouth, - - - - -	26 49	Sawpit, - - - - -	66 22
North Norwich, - - - - -	28 05	Pompey, - - - - -	151 63	Schaghticoke, - - - - -	173 51
North Penfield, - - - - -	22 74	Pondsville, - - - - -	9 50	Schenectady, - - - - -	1,263 18
North Romulus, - - - - -	41 72	Poplar Ridge, - - - - -	22 10	Schodack, - - - - -	36 81
North Salem, - - - - -	5 41	Portage, - - - - -	18 72	Schoharie Court-house, - - - - -	109 93
North Stephantown, - - - - -	22 29	Port Barnett, - - - - -	9 50	Schoharie Kill, - - - - -	29 79
Northtown, - - - - -	57 02	Port Byron, - - - - -	159 20	Schroon Lake, - - - - -	34 37
Northumberland, - - - - -	14 28	Port Glasgow, - - - - -	3 20	Schuylerstown, - - - - -	108 22
Northville, - - - - -	7 02	Port Kent, - - - - -	7 03	Sciencerville, - - - - -	12 89
North Wethersfield, - - - - -	62 26	Portland, - - - - -	46 42	Scipio, - - - - -	65 24
Norway, - - - - -	264 51	Portsville, - - - - -	8 14	Seonondoa, - - - - -	10 01
Norwich, - - - - -	86 01	Potsdam, - - - - -	212 75	Scotchtown, - - - - -	17 52

NEW YORK—Continued.

Scott, - - -	\$16 80	Stow's Square, - - -	\$19 19	Washington Hollow, - - -	\$15 61
Scott's Corner, - - -	9 22	Stuyvesant, - - -	9 72	Waterford, - - -	336 68
Scottville, - - -	82 34	Stuyvesant Landing, - - -	13 88	Waterloo, - - -	373 70
Scriba, - - -	25 78	Suffolk Court-house, - - -	51 28	Watertown, - - -	872 08
Searsville, - - -	17 60	Sugar Hill, - - -	21	Watervale, - - -	59
Seelysburg, - - -	12 70	Sullivan, - - -	113 94	Waterville, D. county, - - -	67 13
Sempronius, - - -	114 23	Summer Hill, - - -	20 86	Waterville, O. county, - - -	137 01
Seneca Falls, - - -	216 99	Summit, - - -	17 11	Waterleit, - - -	205 81
Setauket, - - -	38 01	Summitville, - - -	17 76	Waterleit Centre, - - -	28 99
Shandakin, - - -	14 46	Summer's Valley, - - -	2 56	Wawarsing, - - -	45 01
Sharon, - - -	48 71	Susquehanna, - - -	4 00	Wayne, - - -	20 76
Shawangunk, - - -	68 51	Sweden, - - -	53 50	Wayne Hotel, - - -	24 37
Shelly, - - -	97 47	Syracuse, - - -	897 64	Weed's Corner, - - -	1 10
Sheldon, - - -	65 59	Taberg, - - -	84 27	Weedsport, - - -	144 48
Sherburne, - - -	150 27	Tappan Village, - - -	31 29	Wellsburgh, - - -	10 26
Sherwood's Corner, - - -	63 51	Theresa, - - -	35 92	West Almond, - - -	3 26
Short Tract, - - -	4 44	The Square, - - -	13 58	West Bloomfield, - - -	170 46
Sidney, - - -	13 54	Throopville, - - -	40 64	West Chemung, - - -	40
Sidney Plains, - - -	24 45	Thurman, - - -	65 02	West Chester, - - -	56 40
Siloam, - - -	8 11	Ticonderoga, - - -	125 25	West Cicero, - - -	6 83
Silver Creek, - - -	25 60	Tombannock, - - -	53 03	Westerlo, - - -	40 16
Silver Lake, - - -	4 96	Tompkins, - - -	9 52	Western, - - -	66 02
Skaneateles, - - -	455 37	Tompkinsville, - - -	77 88	West Farms, - - -	110 11
Slaterville, - - -	15 52	Tonawanta, - - -	42 51	Westfield, - - -	178 30
Sloansville, - - -	31 87	Trenton, - - -	141 75	Westford, - - -	47 28
Smithsborough, - - -	57 75	Triangle, - - -	19 87	West Fowler, - - -	2 28
Smithtown, - - -	68 97	Tripe's Hill, - - -	7 34	West Galway Church, - - -	50 74
Smith's Valley, - - -	17 54	Troy, - - -	4,028 28	West Hampton, - - -	11 44
Smithville, - - -	32 38	Trumansburgh, - - -	246 16	West Hebron, - - -	32 87
Smithville Flats, - - -	31 81	Truxton, - - -	88 47	West Hill, - - -	35
Smyrna, - - -	73 36	Tully, - - -	70 73	West Leyden, - - -	6 04
Sodus Point, - - -	28 91	Turin, - - -	149 37	West Lowville, - - -	3 34
Solon, - - -	29 98	Tyler, - - -	10 50	West Martinsburgh, - - -	2 20
Somers, - - -	82 22	Tyrone, - - -	35 53	West Mendon, - - -	28 34
Somerset, - - -	20 39	Unadilla, - - -	100 96	West Meredith, - - -	17 86
South Amenia, - - -	37 19	Unadilla Forks, - - -	29 15	West Middleburgh, - - -	2 62
Southampton, - - -	55 36	Union, - - -	32 06	Westmoreland, - - -	117 50
South Bainbridge, - - -	38 05	Union Ellery, - - -	6 74	West Point, - - -	913 47
South Bristol, - - -	5 72	Union Society, - - -	6 39	West Port, - - -	55 29
South Brookfield, - - -	19 50	Union Springs, - - -	118 69	West Schuyler, - - -	28 93
South Chili, - - -	12 13	Union Square, - - -	21 56	West Stockholm, - - -	4 89
South Dover, - - -	4 16	Union Village, - - -	24 09	West Town, - - -	29 27
South Durham, - - -	60 67	Unionville, - - -	16 92	Wethersfield, - - -	18 79
South East, - - -	2 55	Upper Lisle, - - -	5 67	Whalen's Store, - - -	45 59
South German, - - -	2 80	Upper Red Hook, - - -	98 30	Wheatland, - - -	57 38
South Hartford, - - -	26 45	Urbanna, - - -	31 56	Wheeler, - - -	13 12
South Kortright's, - - -	10 48	Utica, - - -	4,469 73	White Creek, - - -	98 96
South Le Roy, - - -	29 78	Valentine's, - - -	14 63	White Hall, - - -	280 07
Southold, - - -	32 09	Varysburg, - - -	2 15	White Lake, - - -	27 23
South Pembroke, - - -	30 27	Venice, - - -	45 51	White Plains, - - -	75 64
South Port, - - -	7 31	Vermont, - - -	3 33	Whitesboro', - - -	352 57
South Rutland, - - -	10 47	Vernal, - - -	5 10	White's Store, - - -	6 40
South Salem, - - -	32 50	Vernon, - - -	296 72	Whitney's Point, - - -	12 87
South Venice, - - -	14 45	Vernon Centre, - - -	51 11	Willett, - - -	11 97
Spafford, - - -	29 65	Verona, - - -	101 90	Williamson's Cross Roads, - - -	49 74
Sparta, - - -	30 09	Vesper, - - -	5 82	Williamstown, - - -	31 50
Speedsville, - - -	17 74	Vestal, - - -	3 34	Williamsville, - - -	95 91
Spencer, - - -	40 51	Veteran, - - -	11 54	Willink, - - -	85 37
Spencertown, - - -	50 61	Victor, - - -	129 06	Willsboro', - - -	61 40
Split Rock, - - -	7 20	Victory, - - -	36 62	Wilmington, - - -	18 14
Spraker's Basin, - - -	89	Vienna, - - -	34 32	Wilna, - - -	30 08
Springfield, - - -	178 72	Villanova, - - -	5 07	Wilson, - - -	9 83
Springville, - - -	89 18	Virgil, - - -	55 05	Wilton, - - -	23 47
Springwater, - - -	11 92	Vista, - - -	1 08	Windham, - - -	110 80
Staatsburgh, - - -	50 15	Volney, - - -	36 77	Windsor, - - -	47 26
Stafford, - - -	67 65	Waddington, - - -	183 41	Winfield, - - -	106 74
Stamford, - - -	33 44	Wadham's Mills, - - -	2 88	Wolcott, - - -	104 34
Stamfordville, - - -	36 65	Wading River, - - -	10 23	Woodstock, - - -	36 30
Starkey, - - -	71 29	Wakeman's Settlement, - - -	5 03	Woodville, - - -	25 51
Stephentown, - - -	72 91	Walden, - - -	79 71	Worcester, - - -	45 67
Sterling, - - -	7 88	Wales, - - -	32 74	Wynant's Kill, - - -	13 65
Steuben, - - -	35 51	Walkill, - - -	16 48	Yatesville, - - -	7 84
Stillwater, - - -	91 97	Wallersville, - - -	2 45	Yonkers, - - -	96 10
Stillwellville, - - -	5 38	Walton, - - -	65 08	York, - - -	100 48
Stockbridge, - - -	44 28	Wampsville, - - -	41 13	Yorkshire, - - -	10 00
Stockholm, - - -	40 36	Wappinger's Creek, - - -	55 11	Yorktown, - - -	24 37
Stockton, - - -	11 46	Wardsbridge, - - -	135 09	Young's Office, - - -	3 50
Stokes, - - -	9 59	Warren, - - -	69 23	Youngstown, - - -	477 89
Stony Brook, - - -	13 02	Warsaw, - - -	160 28	Zoar, - - -	66
Stormville, - - -	9 46	Warwick, - - -	85 12		
		Washington, - - -	111 54		
				Total of New York, - - -	\$229,794 72

MAINE.

Abbot, - - -	\$2 91	Appleton, - - -	\$30 96	Bath, - - -	\$1,192 89
Albany, - - -	5 05	Athens, - - -	46 10	Belfast, - - -	592 28
Albion, - - -	41 60	Atkinson, - - -	22 32	Belgrade, - - -	16 12
Alfred, - - -	67 34	Augusta, - - -	530 24	Belmont, - - -	29 26
Alna, - - -	43 90	Avon, - - -	5 24	Berwick, - - -	58 78
Andover, - - -	13 43	Baldwin, - - -	21 02	Bethel, - - -	45 33
Anson, - - -	69 56	Bangor, - - -	1,032 30	Bingham, - - -	8 36

MAINE--Continued.

Birch Stream, - - -	\$0 65	Guilford, - - -	\$13 71	Palermo North, - - -	\$6 39
Blakesburg, - - -	7 21	Hallowell, - - -	1,061 33	Palmyra, - - -	30 26
Bloomfield, - - -	43 93	Hallowell Cross Roads, - - -	14 02	Paris, - - -	82 71
Blue Hill, - - -	55 19	Hamden, - - -	143 53	Parkman, - - -	7 89
Boothbay, - - -	63 09	Harlem, - - -	42	Parsonfield, - - -	53 95
Bowdoin, - - -	21 17	Harmony, - - -	15 07	Penobscot, - - -	30 88
Bowdoinham, - - -	191 06	Harrington, - - -	19 04	Perry, - - -	8 93
Brewer, - - -	58 99	Hartford, - - -	13 27	Phillips, - - -	28 93
Bridgeton, - - -	45 55	Hartland, - - -	5 43	Pittsburgh, - - -	129 66
Bristol, - - -	35 07	Hebron, - - -	14 95	Pittsfield, - - -	3 89
Brooks, - - -	24 95	Hiram, - - -	24 88	Pittston, - - -	83 24
Brookville, - - -	3 78	Hollis, - - -	42 03	Poland, - - -	37 04
Brownfield, - - -	21 61	Hope, - - -	18 11	Porter Bridge, - - -	10 77
Brown's Corner, - - -	32 62	Houlton, - - -	27 85	Portland, - - -	4,630 37
Brownsville, - - -	10 43	Industry, - - -	17 05	Pownal, - - -	24 49
Brunswick, - - -	781 19	Jackson, - - -	15 58	Prospect, - - -	24 57
Buckfield, - - -	47 58	Jay, - - -	35 00	Pushaw, - - -	3 55
Bucksport, - - -	226 92	Jefferson, - - -	27 16	Raymond, - - -	25 83
Buxton, - - -	58 73	Jonesborough, - - -	21 43	Readfield, - - -	42 31
Buxton Centre, - - -	3 79	Kennebunk, - - -	248 85	Richmond, - - -	47 99
Calais, - - -	394 25	Kennebunk Port, - - -	281 51	Ripley, - - -	7 18
Camden, - - -	234 44	Kent's Hill, - - -	3 47	Robbinstown, - - -	125 56
Canaan, - - -	19 55	Kilmarnock, - - -	7 64	Rumford, - - -	32 24
Canton, - - -	19 31	Kingfield, - - -	13 31	Sacarappa, - - -	29 74
Cape Neddick, - - -	15 90	Kittery, - - -	14 95	Saboia, - - -	3 42
Carmel, - - -	8 95	Knox, - - -	2 34	Saco, - - -	980 40
Castine, - - -	509 26	Lebanon, - - -	18 05	Saint Alban's, - - -	195 59
Centre Minot, - - -	11 29	Lebanon Centre, - - -	1 98	Sanford, - - -	31 07
Chesterville, - - -	34 31	Leeds, - - -	26 24	Sangerville, - - -	39 06
China, - - -	58 13	Leeds South, - - -	1 52	Scarboro', - - -	52 15
Clinton, - - -	33 20	Levant, - - -	33 09	Searsmont, - - -	42 69
Columbia, - - -	68 28	Lewiston, - - -	27 47	Sebec, - - -	44 80
Concord, - - -	2 04	Limerick, - - -	41 19	Seekonk, - - -	16 13
Corinna, - - -	7 00	Limington, - - -	46 39	Sedgwick, - - -	47 04
Cornith, - - -	11 53	Lincolnton, - - -	68 04	Sheepscot Bridge, - - -	17 90
Cornish, - - -	29 76	Lisbon Four Corners, - - -	53 76	Sidney, - - -	32 39
Cornville, - - -	8 11	Litchfield, - - -	41 54	Solon, - - -	11 76
Cragie's Mills, - - -	32 80	Litchfield Corner, - - -	13 96	South Berwick, - - -	299 28
Cumberland Centre, - - -	3 82	Little River Village, - - -	6 35	South Hartford, - - -	2 12
Cumberland East, - - -	65 29	Livermore, - - -	41 49	South Montville, - - -	7
Damariscotta Mills, - - -	45 02	Lovell, - - -	15 85	South Paris, - - -	17 97
Dams' Mills, - - -	20 09	Lubeck, - - -	273 01	South Solon, - - -	3 02
Danville, - - -	25 95	Lyman, - - -	11 73	South Yarmouth, - - -	56 66
Dearborn, - - -	5 31	Machias, - - -	144 12	Standish, - - -	38 45
Deer Isle, - - -	49 39	Machias Port, - - -	28 11	Stark, - - -	16 74
Denmark, - - -	12 67	Madison, - - -	12 68	Steuben, - - -	48 49
Dennysville, - - -	47 18	Madison East, - - -	1 87	Strong, - - -	16 86
Dexter, - - -	49 00	Mattawcook, - - -	3 98	Sullivan, - - -	71 00
Dixfield, - - -	31 81	Maxfield, - - -	2 84	Summer, - - -	17 73
Dixmont, - - -	54 47	Mercer, - - -	25 58	Sunkhaze, - - -	88
Dover, - - -	31 67	Mexico, - - -	8 45	Surry, - - -	42 20
Dresden, - - -	75 80	Milburn, - - -	45 86	Swanville, - - -	23 73
Dresden Mills, - - -	26 77	Milo, - - -	21 35	Sweden, - - -	5 57
Durham, - - -	34 61	Minot, - - -	82 67	Temple Mills, - - -	13 31
Dutton, - - -	5 31	Monmouth, - - -	55 30	Thomaston, - - -	576 78
East Bethel, - - -	5 31	Monroe, - - -	19 73	Thordike, - - -	4 21
East Corinth, - - -	4 28	Monson, - - -	11 83	Topsam, - - -	161 99
East Elliott, - - -	5 21	Montgomery, - - -	19 94	Trenton, - - -	22 41
East Livermore, - - -	16 00	Montville, - - -	37 74	Turner, - - -	29 25
East Machias, - - -	155 31	Mount Desert, - - -	40 23	Union, - - -	78 44
East Minot, - - -	2 48	Mount Vernon, - - -	36 84	Unity, - - -	32 04
East Pittston, - - -	26 19	Narragagus, - - -	53 98	Upper Yarmouth, - - -	87
Eastport, - - -	774 10	Newburg, - - -	17 47	Vassalboro', - - -	141 74
East Rumford, - - -	7 51	New Castle, - - -	107 81	Vienna, - - -	14 46
East Thomaston, - - -	49 84	New Charleston, - - -	23 82	Vinalhaven, - - -	11 80
East Turner, - - -	5 21	Newfield, - - -	2 59	Waldo, - - -	9 25
Eden, - - -	52 99	New Gloucester, - - -	61 88	Waldoboro', - - -	208 80
Edgecomb, - - -	25 09	Newport, - - -	31 99	Wales, - - -	9 90
Elliott, - - -	16 10	New Portland, - - -	22 08	Warren, - - -	157 30
Ellsworth, - - -	187 80	New Sharon, - - -	45 42	Waterboro', - - -	24 73
Emery's Mills, - - -	46 01	Nobleboro', - - -	33 63	Waterford, - - -	63 54
Etna, - - -	7 52	Norridgewock, - - -	82 95	Waterville, - - -	353 01
Exeter, - - -	28 78	North Bridgeton, - - -	22 88	Wayne, - - -	31 41
Fairfield, - - -	29 35	North Clinton, - - -	3 08	Wells, - - -	109 68
Fairfield Corners, - - -	8 54	North Hartford, - - -	5 38	West Gloucester, - - -	3 49
Farmington, - - -	113 24	North Leeds, - - -	3 46	West Jefferson, - - -	10 14
Farmington Falls, - - -	22 26	North Livermore, - - -	18 17	West Minot, - - -	11 96
Fayette, - - -	25 47	North Norway, - - -	11 66	West Prospect, - - -	58 72
Foxcroft, - - -	36 87	Korthport, - - -	25 94	Whitefield, - - -	26 76
Frankfort, - - -	165 80	North Searsmont, - - -	5 62	Whiting, - - -	12 57
Freedom, - - -	16 70	North Turner, - - -	5 38	Williamsburgh, - - -	7 56
Freeman, - - -	13 56	North Yarmouth, - - -	244 96	Wilton, - - -	63 25
Freeport, - - -	120 16	Norway, - - -	49 81	Windham, - - -	28 25
Fryburg, - - -	108 98	Ogunquit, - - -	3 20	Windsor, - - -	7 23
Gardiner, - - -	729 97	Oldtown, - - -	38 34	Winslow, - - -	54 51
Garland, - - -	21 51	Oleomond, - - -	38	Winthrop, - - -	177 10
Gilead, - - -	4 37	Orland, - - -	28 49	Wiscasset, - - -	563 36
Goff's Corner, - - -	4 49	Orono, - - -	36 69	Woodstock, - - -	48
Gorham, - - -	115 46	Orrington, - - -	46 99	Woolwich, - - -	54 63
Gouldsborough, - - -	43 34	Otis East, - - -	5 89	York, - - -	112 76
Gray, - - -	41 10	Otisfield, - - -	13 63		
Great Works, - - -	13	Oxford, - - -	1 34		
Greene, - - -	39 40				
				Total of Maine, - - -	\$26,143 01

NEW HAMPSHIRE.

Acworth, - - -	\$63 06	Greenland, - - -	\$35 13	Ossipee, - - -	\$39 15
Alstead, - - -	85 06	Hampstead, - - -	46 33	Paper Mill Village, - - -	8 47
Alton, - - -	11 19	Hampton, - - -	66 92	Pecling, - - -	7 23
Amherst, - - -	185 28	Hampton Falls, - - -	18 79	Pelham, - - -	30 17
Amoskeag, - - -	5 86	Hancock, - - -	48 59	Pembroke, - - -	74 23
Andover, - - -	52 23	Hanover, - - -	439 03	Peterboro', - - -	96 74
Antrim, - - -	35 37	Haverhill, - - -	167 10	Piermont, - - -	28 23
Atkinson, - - -	30 63	Hawke, - - -	6 38	Piscataquogville, - - -	103 92
Barnstead, - - -	19 20	Hebron, - - -	41 44	Pittsfield, - - -	34 49
Barrington, - - -	10 98	Henniker, - - -	61 98	Plainfield, - - -	54 49
Bartlett, - - -	4 03	Hillsboro', - - -	80 27	Plaistow, - - -	13 72
Bath, - - -	170 46	Hinsdale, - - -	24 17	Plymouth, - - -	136 60
Bedford, - - -	1 16	Holderness, - - -	25 06	Poplin, - - -	7 83
Bethlehem, - - -	14 71	Hollis, - - -	68 60	Portsmouth, - - -	1,848 88
Boscawen, - - -	42 44	Hookset, - - -	29 25	Raymond, - - -	24 21
Bradford, - - -	36 59	Hopkinton, - - -	97 62	Richmond, - - -	24 94
Brentwood, - - -	15 47	Jaffray, - - -	75 86	Rindge, - - -	60 34
Bristol, - - -	70 25	Jefferson, - - -	5 08	Rochester, - - -	60 97
Campton, - - -	34 62	Keene, - - -	461 82	Runney, - - -	59 67
Canaan, - - -	52 39	Kensington, - - -	21 96	Salem, - - -	32 11
Candia, - - -	28 34	Kingston, - - -	29 90	Salisbury, - - -	111 40
Canterbury, - - -	30 28	Lamprey River, - - -	149 37	Salisbury Village, - - -	33 85
Centre Barnstead, - - -	3 37	Lancaster, - - -	92 48	Sandbornton, - - -	56 35
Centre Conway, - - -	16	Langdon, - - -	15 38	Sandbornton Bridge, - - -	30 06
Centre Harbor, - - -	15 40	Lebanon, - - -	170 54	Sandwich, - - -	68 09
Charlestown, - - -	236 47	Lempster, - - -	44 71	Seabrook, - - -	17 57
Chester, - - -	88 89	Lisbon, - - -	43 88	Shelburn, - - -	12 56
Chesterfield, - - -	74 52	Litchfield, - - -	3 65	Smith Village, - - -	54 27
Chichester, - - -	14 01	Londonderry, - - -	137 79	South Deerfield, - - -	20 43
Claremont, - - -	212 34	Loudon, - - -	6 47	South Hampton, - - -	11 72
Colebrook, - - -	63 23	Loudon Ridge, - - -	6 97	South Weare, - - -	6 04
Columbia, - - -	16 94	Loudon Village, - - -	19 12	Springfield, - - -	19 48
Concord, - - -	415 56	Lower Bartlett, - - -	10 85	Stewartstown, - - -	10 02
Conway, - - -	28 83	Lower Gilmanton, - - -	15 95	Stoddard, - - -	15 24
Cornish, - - -	80 92	Lyman, - - -	3 78	Strafford, - - -	5 89
Cornish Flat, - - -	13 33	Lyme, - - -	83 23	Strafford Corner, - - -	87
Croydon, - - -	29 96	Lyndeboro', - - -	20 85	Stratford, - - -	7 38
Dalton, - - -	22 16	Madbury, - - -	2 64	Stratham, - - -	20 97
Deerfield, - - -	36 79	Marlboro', - - -	22 89	Surry, - - -	18 06
Deering, - - -	23 89	Marlow, - - -	10 60	Sutton, - - -	18 10
Dorchester, - - -	14 47	Meredith, - - -	65 35	Sutton Village, - - -	8 06
Dover, - - -	819 70	Meriden, - - -	30 17	Swansey, - - -	38 44
Drewsville, - - -	24 82	Middleton, - - -	3 06	Tamworth, - - -	36 43
Dublin, - - -	27 82	Milford, - - -	43 99	Temple, - - -	27 98
Dunbarton, - - -	36 95	Milton, - - -	19 98	Thornton, - - -	19 96
Dunstable, - - -	382 47	Milton Mills, - - -	66	Thornton's Ferry, - - -	52 74
Durham, - - -	107 47	Moultonboro', - - -	20 72	Troy, - - -	27 85
East Kingston, - - -	8 28	Mount Vernon, - - -	25 42	Tuftsboro', - - -	10 15
Eaton, - - -	15 86	Nelson, - - -	35 64	Unity, - - -	26 31
Effingham, - - -	25 14	New Boston, - - -	45 79	Upper Gilmanton, - - -	6 25
Enfield, - - -	48 57	New Chester, - - -	39 08	Wakefield, - - -	60 63
Epping, - - -	55 43	New Durham, - - -	15 25	Walpole, - - -	90 54
Epsom, - - -	25 17	New Durham Plainfield, - - -	15 96	Warner, - - -	46 05
Exeter, - - -	482 63	New Ipswich, - - -	150 97	Warren, - - -	15 19
Farmington, - - -	13 38	New London, - - -	25 98	Washington, - - -	70 62
Fishersfield, - - -	8 80	New Market, - - -	23 95	Weare, - - -	45 42
Fitzwilliam, - - -	54 52	Newport, - - -	137 62	Wentworth, - - -	26 66
Framstown, - - -	67 67	North Barnstead, - - -	2 29	West Chester, - - -	4 10
Francestown, - - -	48 61	North Barrington, - - -	77	West Deering, - - -	3 89
Gilford, - - -	62 38	North Chichester, - - -	29 84	Westerly, - - -	5 73
Gilford Village, - - -	14 65	Northfield, - - -	29 84	Westmoreland, - - -	89 06
Gilmanton, - - -	92 90	North Hampton, - - -	24 14	White Mountain, - - -	27
Gilmanton Iron Works, - - -	17 97	North Haverhill, - - -	2 31	Wilton, - - -	46 14
Glynnville, - - -	64 82	Northumberland, - - -	23 15	Winchester, - - -	69 81
Goffstown, - - -	56 92	Northwood, - - -	32 60	Windham, - - -	25 79
Goshen, - - -	21 16	Nottingham, - - -	13 59	Wolfboro', - - -	37 78
Grafton, - - -	26 46	Nottingham, West Co. - - -	23 68		
Great Falls, - - -	296 04	Orford, - - -	134 72		
Greenfield, - - -	33 59			Total of N. Hampshire, \$13,250 51	

VERMONT.

Addison, - - -	\$32 50	Brandon, - - -	\$112 81	Clarendon, - - -	\$38 07
Albany, - - -	11 70	Brattleboro', - - -	15 32	Concord, - - -	33 41
Alburgh, - - -	20 72	Bridport, - - -	88 24	Corinth, - - -	39 47
Andover, - - -	50 78	Bristol, - - -	46 16	Cornwall, - - -	7 26
Arlington, - - -	91 45	Brookfield, - - -	51 70	Coventry, - - -	27 65
Bakersfield, - - -	40 71	Brownington, - - -	33 97	Craftsbury, - - -	61 80
Barnard, - - -	59 69	Brunswick, - - -	1 90	Danby, - - -	56 92
Barnet, - - -	67 31	Burke, - - -	26 84	Danville, - - -	138 83
Barre, - - -	114 30	Burlington, - - -	926 97	Derby, - - -	21 53
Barton, - - -	43 49	Cabot, - - -	31 10	Dorset, - - -	71 35
Bellows Falls, - - -	274 03	Cambridge, - - -	83 00	Dover, - - -	9 75
Bennington, - - -	216 26	Canaan, - - -	14 48	Dummerstown, - - -	28 70
Benson, - - -	90 85	Castleton, - - -	187 34	East Bethel, - - -	10 08
Berkshire, - - -	44 06	Cavendish, - - -	52 53	East Dorset, - - -	11 54
Berlin, - - -	22 05	Charlotte, - - -	102 80	East Montpelier, - - -	5 38
Bethel, - - -	48 43	Chelsea, - - -	118 39	East Poultney, - - -	137 20
Bolton, - - -	7 01	Chester, - - -	115 89	East Randolph, - - -	29 59
Bradford, - - -	84 24	Chimney Point, - - -	15 20	East Williamstown, - - -	46 51

VERMONT—Continued.

Enosburgh, - - -	\$45 82	Montpelier, - - -	\$448 04	Springfield, - - -	\$120 11
Essex, - - -	35 07	Moretown, - - -	14 53	Starksborough, - - -	29 24
Fairfax, - - -	59 55	Morristown, - - -	44 70	Stockbridge, - - -	39 04
Fairfield, - - -	40 39	Mount Holly, - - -	28 93	Stow, - - -	7 17
Fair Haven, - - -	103 20	Newbury, - - -	58 39	Strafford, - - -	64 77
Fairlie, - - -	17 22	New Haven, - - -	77 85	Sudbury, - - -	42 63
Fayetteville, - - -	54 13	New Haven East Mills, - - -	10 92	Sunderland, - - -	20 45
Finneyville, - - -	4 17	North Hero, - - -	14 94	Sutton, - - -	21 23
Franklin, - - -	45 80	Norwich, - - -	110 66	Swanton, - - -	72 85
Georgia, - - -	68 87	Orange, - - -	13 05	Thetford, - - -	114 89
Grafton, - - -	51 09	Orwell, - - -	75 24	Tinmouth, - - -	34 34
Grand Isle, - - -	17 36	Panton, - - -	14 50	Topsham, - - -	21 89
Greenbush Village, - - -	22 71	Passumpsic, - - -	17 74	Townsend, - - -	46 73
Greensboro', - - -	24 73	Paulet, - - -	111 03	Troy, - - -	21 19
Guildhall, - - -	33 79	Peacham, - - -	110 32	Tunbridge, - - -	41 96
Guilford, - - -	8 92	Peru, - - -	9 95	Underhill, - - -	8 73
Guilford Village, - - -	61 72	Pittsfield, - - -	19 22	Vergennes, - - -	417 75
Halifax, - - -	47 15	Pittsford, - - -	143 20	Vernon, - - -	15 94
Hancock, - - -	19 85	Plainfield, - - -	27 25	Waitsfield, - - -	37 62
Hardwick, - - -	70 35	Plymouth, - - -	18 23	Waldon, - - -	12 74
Hartford, - - -	148 51	Point Pleasant, - - -	3 04	Wallingford, - - -	86 42
Hartland, - - -	128 22	Post Mill Village, - - -	41 62	Wardsborough, - - -	54 47
Highegate, - - -	47 35	Pownall, - - -	31 50	Warren, - - -	21 03
Hinesburgh, - - -	89 81	Proctorsville, - - -	42 07	Washington, - - -	28 27
Hubbardston, - - -	35 61	Putney, - - -	126 97	Waterbury, - - -	70 49
Hyde Park, - - -	21 22	Randolph, - - -	145 13	Waterford, - - -	47 29
Ira, - - -	16 12	Reading, - - -	52 03	Wethersfield, - - -	76 98
Irasburgh, - - -	29 50	Reedsborough, - - -	8 27	Well's River, - - -	42 78
Jamaica, - - -	29 40	Richford, - - -	11 51	Westford, - - -	16 06
Jericho, - - -	66 89	Richmond, - - -	42 57	West Haven, - - -	25 52
Johnson, - - -	24 47	Rochester, - - -	61 84	Westminster, - - -	67 11
Kellyvale, - - -	7 42	Rockingham, - - -	73 76	Weston, - - -	29 26
Kingston, - - -	3 17	Royalton, - - -	128 03	West Poultney, - - -	60 55
Land Grove, - - -	8 42	Rupert, - - -	42 36	West Rutland, - - -	28 59
Leicester, - - -	22 82	Rutland, - - -	280 18	West Townsend, - - -	15 79
Londonderry, - - -	26 31	Ryegate, - - -	42 55	Wheelock, - - -	16 51
Ludlow, - - -	55 39	St. Alban's, - - -	383 94	Whiting, - - -	62 63
Lunenburg, - - -	35 74	St. Johnsbury East, - - -	29 53	Whitingham, - - -	28 11
Lynden, - - -	77 95	St. Johnsbury Plain, - - -	71 76	Williamstown, - - -	64 02
McIndoe's Falls, - - -	21 01	Salisbury, - - -	45 54	Williamsville, - - -	9 86
Manchester, - - -	165 79	Saxton's River, - - -	56 50	Williston, - - -	77 61
Marlboro', - - -	30 72	Shaftsbury, - - -	60 21	Wilmington, - - -	84 45
Marshfield, - - -	13 84	Sharon, - - -	45 52	Windham, - - -	26 11
Middlebury, - - -	850 30	Sheffield, - - -	8 16	Windsor, - - -	273 99
Middlesex, - - -	21 81	Shelburn, - - -	38 17	Winhall, - - -	13 50
Middletown, - - -	53 73	Sheldon, - - -	50 79	Wolcott, - - -	9 40
Milton, - - -	78 01	Shoreham, - - -	101 23	Woodstock, - - -	429 52
Minshead, - - -	15	Shrewsbury, - - -	25 02		
Monkton, - - -	45 60	South Hero, - - -	27 46		
Montgomery, - - -	20 26			Total of Vermont, - - -	\$13,534 93

MASSACHUSETTS.

Abington, - - -	\$139 93	Cambridge, - - -	\$689 50	Easton, No. 1, - - -	\$89 75
Adams, - - -	54 37	Canton, - - -	145 54	Easton, No. 2, - - -	19 21
Agawam, - - -	28 25	Carver, - - -	34 33	East Sandwich, - - -	11 72
Amesbury, - - -	183 38	Charlemont, - - -	71 29	East Stoughton, - - -	31 02
Amherst, - - -	373 40	Charlestown, - - -	937 75	East Sudbury, - - -	32 11
Andover, - - -	814 88	Charlton, - - -	61 62	East Sutton, - - -	30 08
Andover North, - - -	67 04	Chatham, - - -	107 93	Edgartown, - - -	130 01
Ashburnham, - - -	67 57	Chelmsford, - - -	96 07	Egremont, - - -	56 74
Ashby, - - -	57 56	Cheshire, - - -	41 81	Enfield, - - -	86 44
Ashfield, - - -	72 39	Chester, - - -	36 94	Erwing's Grant, - - -	18 29
Athol, - - -	84 69	Chester Factories, - - -	11 72	Essex, - - -	60 88
Attleborough, - - -	86 69	Chesterfield, - - -	52 56	Fairhaven, - - -	158 22
Attleborough East, - - -	37 28	Chicapee, - - -	38 49	Falley's Cross Roads, - - -	28 03
Barnstable, - - -	116 31	Chilmark, - - -	37 12	Fall River, - - -	319 33
Barre, - - -	109 85	Cohasset, - - -	65 94	Falmouth, - - -	271 62
Becket, - - -	16 08	Coleraine, - - -	69 45	Feeding Hills, - - -	29 60
Bedford, - - -	23 55	Concord, - - -	239 66	Fitchburg, - - -	125 57
Belchertown, - - -	172 88	Conway, - - -	81 06	Florida, - - -	8 70
Bellingham, - - -	20 66	Cotuit Village, - - -	25 55	Foxborough, - - -	57 29
Berkley, - - -	28 22	Cummington, - - -	68 28	Frammingham, - - -	164 20
Bernardstown, - - -	66 87	Dalton, - - -	69 98	Franklin, - - -	80 53
Beverly, - - -	338 27	Dana, - - -	22 33	Franklin Centre, - - -	61 81
Billerica, - - -	94 07	Dartmouth, - - -	51 72	Free town, - - -	103 81
Blackstone, - - -	34 87	Dedham, - - -	283 41	Gardiner, - - -	30 10
Blanford, - - -	73 28	Deerfield, - - -	110 06	Gill, - - -	28 95
Bloody Brook, - - -	46 18	Dennis, - - -	42 81	Gloucester, - - -	471 65
Bolton, - - -	100 59	Dighton, - - -	44 50	Goshen, - - -	23 25
Boston, - - -	52,037 31	Dorchester, - - -	151 01	Grafton, - - -	138 59
Boxford, - - -	21 43	Douglass, - - -	51 35	Granby, - - -	52 04
Bradford, - - -	60 49	Dracut, - - -	27 93	Granville, - - -	50 03
Braintree, - - -	4 13	Dudley, - - -	110 74	Great Barrington, - - -	211 11
Brewster, - - -	106 20	Duxbury, - - -	180 05	Greenfield, - - -	355 99
Brighton, - - -	101 34	East Brewster, - - -	1 01	Greenwich, - - -	32 43
Brimfield, - - -	124 51	East Bridgewater, - - -	134 54	Greenwich Village, - - -	27 80
Brookfield, - - -	114 08	Eastham, - - -	50 36	Groton, - - -	209 95
Buckland, - - -	31 70	Easthampton, - - -	50 64	Hadley, - - -	101 62
Byfield, - - -	53 70	East Medway, - - -	35 32	Hadley Upper Mills, - - -	10 42

MASSACHUSETTS—Continued.

Halifax, - - -	\$39 93	North Dartmouth, - - -	\$13 77	Spencer, - - -	\$78 35
Hamilton, - - -	26 61	North Fairhaven, - - -	55 77	Springfield, - - -	1,179 12
Hancock, - - -	35 32	North Falmouth, - - -	23 71	Sterling, - - -	83 88
Hanover, - - -	132 70	Northfield, - - -	84 60	Stockbridge, - - -	283 26
Hanson, - - -	51 01	North Marshfield, - - -	15 17	Stoneham, - - -	27 68
Hardwick, - - -	75 83	North Middlesex, - - -	23 41	Stoughton, - - -	47 65
Harvard, - - -	74 95	North Plympton, - - -	14 77	Stow, - - -	52 68
Harwich, - - -	107 12	North Village, - - -	13 25	Sturbridge, - - -	72 77
Hatfield, - - -	69 81	North Wrentham, - - -	20 70	Sunderland, - - -	76 75
Haverhill, - - -	517 62	Norton, - - -	52 10	Sutton, - - -	81 61
Hawley, - - -	27 87	Norwich, - - -	22 09	Swansey, - - -	67 88
Heath, - - -	44 20	Oakham, - - -	52 41	Taunton, - - -	778 89
Hingham, - - -	245 73	Orange, - - -	57 21	Templeton, - - -	132 57
Hinsdale, - - -	78 48	Orleans, - - -	81 71	Tewkesbury, - - -	29 75
Holden, - - -	67 92	Osterville, - - -	43 54	Tolland, - - -	29 48
Hollenback, - - -	26 28	Otis, - - -	46 61	Topsfield, - - -	44 57
Holliston, - - -	59 88	Oxford, - - -	136 97	Townsend, - - -	62 72
Holmes's Hole, - - -	128 83	Palmer, - - -	107 07	Troy, - - -	72 43
Hubbardston, - - -	50 97	Paxton, - - -	32 50	Truro, - - -	55 89
Hyannis, - - -	116 42	Pelham, - - -	40 08	Tyngsborough, - - -	60 57
Ipswich, - - -	226 71	Peabroke, - - -	56 91	Tyringham, - - -	28 80
Ireland, - - -	26 47	Pepperell, - - -	64 95	Tyringham South, - - -	26 46
Kingston, - - -	174 45	Perry, - - -	45 73	Upton, - - -	68 65
Lancaster, - - -	185 44	Petersham, - - -	93 45	Uxbridge, - - -	131 86
Lanesborough, - - -	122 11	Phillipston, - - -	62 71	Uxbridge South, - - -	14 45
Lee, - - -	225 78	Pittsfield, - - -	793 95	Walpole, - - -	90 86
Leicester, - - -	364 28	Plainfield, - - -	38 62	Walpole Centre, - - -	15 86
Lenox, - - -	206 44	Plymouth, - - -	648 13	Waltham, - - -	243 88
Leominster, - - -	136 70	Plympton, - - -	26 19	Ward, - - -	23 41
Leverett, - - -	17 39	Prescott, - - -	23 17	Ware, - - -	261 45
Lexington, - - -	49 19	Princeton, - - -	83 64	Wareham, - - -	221 05
Lincoln, - - -	22 48	Princeton town, - - -	114 11	Warwick, - - -	49 88
Littleton, - - -	78 56	Quincy, - - -	260 04	Washington, - - -	11 74
Long Meadow, - - -	69 47	Randolph, - - -	215 20	Watertown, - - -	218 59
Lowell, - - -	527 41	Raynham, - - -	28 32	Wellfleet, - - -	43 73
Ludlow, - - -	47 73	Reading, - - -	77 51	Wellington, - - -	13 71
Lunenburg, - - -	67 72	Reading North Parish, - - -	30 65	Wendell, - - -	23 62
Lynn, - - -	592 26	Rehoboth, - - -	33 81	Wenham, - - -	15 20
Malden, - - -	87 66	Richmond, - - -	71 70	West Barnstable, - - -	37 97
Manchester, - - -	90 72	Rochester, - - -	141 85	West Becket, - - -	30 71
Mansfield, - - -	45 69	Rowe, - - -	28 39	Westborough, - - -	125 97
Marblehead, - - -	501 04	Rowley, - - -	49 04	West Boylston, - - -	88 96
Marlborough, - - -	72 46	Roxbury, - - -	448 60	West Bradford, - - -	60 93
Marshfield, - - -	38 88	Royalton, - - -	63 88	West Brewster, - - -	10 09
Mattapoisett, - - -	133 53	Russell, - - -	7 88	West Bridgewater, - - -	41 09
Medfield, - - -	70 73	Rutland, - - -	61 70	West Brookfield, - - -	167 21
Medford, - - -	170 86	Salem, - - -	4,464 52	West Cambridge, - - -	58 93
Medway, - - -	138 99	Salisbury, - - -	67 02	West Dedham, - - -	39 99
Mendon, - - -	159 21	Sandisfield, - - -	53 27	Western, - - -	87 78
Methuen, - - -	64 93	Sandwich, - - -	173 33	Westfield, - - -	209 46
Middleborough, - - -	155 52	Sandy Bay, - - -	98 14	Westford, - - -	59 18
Middlefield, - - -	42 84	Savoy, - - -	20 05	West Hampton, - - -	22 69
Middle Granville, - - -	38 33	Scituate, - - -	116 12	West Harwich, - - -	5 00
Milford, - - -	87 50	Sharon, - - -	40 62	West Middleborough, - - -	10 41
Milford Centre, - - -	40 50	Sheffield, - - -	200 20	Westminster, - - -	78 68
Milbury, - - -	180 29	Shelburn, - - -	40 34	West Newbury, - - -	68 03
Milton, - - -	223 83	Sherburne, - - -	44 73	Weston, - - -	38 47
Monson, - - -	168 49	Shirley, - - -	37 14	Westport, - - -	53 37
Montague, - - -	48 96	Shrewsbury, - - -	106 00	West Sandwich, - - -	46 63
Nantucket, - - -	1,048 61	Shutesburg, - - -	25 79	West Springfield, - - -	95 31
Natick, - - -	18 76	Somerset, - - -	24 46	West Stockbridge, - - -	118 24
Needham, - - -	14 55	Southampton, - - -	58 05	Weymouth, - - -	132 74
New Bedford, - - -	2,322 48	South Attleborough, - - -	38 38	Whately, - - -	30 89
New Boston, - - -	7 77	Southborough, - - -	66 95	Wilbraham, - - -	73 58
New Braintree, - - -	74 35	South Bridge, - - -	179 59	Williamsburg, - - -	75 75
Newburyport, - - -	2,201 64	South Bridgewater, - - -	193 45	Williamstown, - - -	283 41
New Marlborough, - - -	62 71	South Brimfield, - - -	19 38	Winchendon, - - -	54 70
New Rowley, - - -	57 53	South Dennis, - - -	56 68	Windsor, - - -	15 53
New Salem, - - -	32 02	South Hadley, - - -	83 40	Woburn, - - -	82 86
Newton Lower Falls, - - -	13 01	South Hadley Canal, - - -	80 41	Wood's Hole, - - -	26 84
Newton Upper Falls, - - -	69 29	South Lee, - - -	20 75	Worcester, - - -	961 90
North Adams, - - -	133 25	South Leicester, - - -	85 04	Worthington, - - -	88 75
Northampton, - - -	1,359 17	South Orange, - - -	12 92	Wrentham, - - -	164 56
Northborough, - - -	111 91	South Sandwich, - - -	10 03	Yarmouth, - - -	74 27
North Bridge, - - -	78 52	Southwick, - - -	56 33		
North Bridgewater, - - -	84 08	South Wilbraham, - - -	44 38		
North Bridgewater, No. 2, - - -	17 86	South Wrentham, - - -	25 60		
				Total of Massachusetts, - - -	\$98,930 44

RHODE ISLAND.

Barrington, - - -	\$23 09	Kingston, - - -	\$71 88	South Scituate, - - -	\$10 57
Bristol, - - -	776 22	Lime Rock, - - -	20 02	Tiverton, - - -	40 68
Centerville, - - -	48 52	Little Compton, - - -	81 78	Tower Hill, - - -	48 83
Charleston, - - -	8 95	Newport, - - -	1,589 91	Trumbull Long Hill, - - -	4 82
Chepache, - - -	64 65	North Scituate, - - -	18 73	Wakefield, - - -	44 49
Coventry, - - -	2 64	Pawtucket, - - -	764 74	Warren, - - -	271 86
Cumberland Hill, - - -	81 97	Pawtuxet, - - -	22 50	Warwick, - - -	41 72
East Greenwich, - - -	157 87	Portsmouth, - - -	57 05	Westerly, - - -	146 07
Foster, - - -	13 90	Providence, - - -	8,516 28	Wickford, - - -	119 60
Fruit Hill, - - -	7 16	Richmond, - - -	10 62		
Greenville, - - -	22 82	Slater's Village, - - -	117 38		
Hopkinton, - - -	40 46	Smithfield, - - -	149 44	Total of Rhode Island, - - -	\$13,397 22

CONNECTICUT.

Abington, - - -	\$57 98	Hartford, - - -	\$3,927 38	Roxbury, - - -	\$34 85
Andover, - - -	45 05	Hartland, - - -	37 20	Salem Bridge, - - -	71 03
Ashford, - - -	96 44	Harwinton, - - -	122 87	Salisbury, - - -	164 96
Barkhamstead, - - -	61 45	Hebron, - - -	113 11	Saugatuck, - - -	207 67
Barkhamstead Hollow, - - -	80	Humphreysville, - - -	77 32	Saybrook, - - -	174 13
Berlin, - - -	236 97	Huntington, - - -	48 83	Scotland Society, - - -	43 05
Bethel, - - -	66 89	Jewett City, - - -	144 41	Sharon, - - -	141 89
Bethlehem, - - -	71 13	Kent, - - -	88 73	Sherman, - - -	29 01
Bolton, - - -	33 52	Killingly, - - -	46 82	Simsbury, - - -	75 59
Bozrahville, - - -	52 19	Killingly Centre, - - -	36 50	Somers, - - -	45 92
Bradleyville, - - -	15 05	Killingworth, - - -	76 74	Southbury, - - -	74 79
Branford, - - -	51 34	Lebanon, - - -	113 49	South Canaan, - - -	65 99
Bridgeport, - - -	645 74	Lisbon, - - -	57 63	South Coventry, - - -	48 28
Bristol, - - -	143 01	Litchfield, - - -	706 30	South Farms, - - -	55 46
Brookfield, - - -	55 75	Little River, - - -	2 43	South Glastonbury, - - -	10 03
Brooklyn, - - -	206 23	Lyme, - - -	162 73	Southington, - - -	187 74
Burlington, - - -	77 98	Madison, - - -	67 76	South Killingly, - - -	24 43
Canaan, - - -	78 13	Manchester, - - -	104 34	Stafford Springs, - - -	102 83
Cantabury, - - -	144 02	Mansfield, - - -	83 53	Stepney, - - -	10 71
Canton, - - -	79 86	Mansfield Centre, - - -	32 18	Sterling, - - -	40 15
Chaplin, - - -	16 96	Marlborough, - - -	50 89	Stonington, - - -	248 47
Chelsea Landing, - - -	1,018 52	Meriden, - - -	125 92	Stratford, - - -	296 62
Cheshire, - - -	165 51	Middlebury, - - -	20 93	Suffield, - - -	211 06
Chester, - - -	67 15	Middle Haddam, - - -	100 48	Tariffville, - - -	31 29
Colchester, - - -	252 89	Middletown, - - -	2,676 84	Thompson, - - -	121 78
Colebrook, - - -	57 03	Middletown Upper Houses, - - -	81 88	Tolland, - - -	76 72
Colebrook Meeting-house, - - -	43 52	Milford, - - -	138 39	Torrington, - - -	80 52
Columbia, - - -	49 99	Mill Plain, - - -	1 03	Torrington, - - -	74 00
Cornwall, - - -	66 88	Mill River, - - -	84 57	Trumbull, - - -	11 15
Cornwall Bridge, - - -	26 80	Milton, - - -	28 98	Union, - - -	23 43
Coventry, - - -	52 44	Monroe, - - -	32 84	Vernon, - - -	44 85
Danbury, - - -	329 64	Montville, - - -	44 23	Voluntown, - - -	9 61
Darien, - - -	43 84	Mystic River, - - -	88 20	Wallingford, - - -	73 26
Derby, - - -	148 55	New Canaan, - - -	173 00	Warehouse Point, - - -	112 96
Durham, - - -	177 06	New Hartford, - - -	116 73	Warren, - - -	48 13
Eastford, - - -	12 99	New Haven, - - -	4,731 12	Washington, - - -	50 49
East Goshen, - - -	66 61	New London, - - -	1,362 99	Waterbury, - - -	230 78
East Granby, - - -	34 81	New Milford, - - -	174 38	Waterford, - - -	25 18
East Haddam, - - -	179 81	New Preston, - - -	49 37	Watertown, - - -	108 13
East Hampton, - - -	16 12	New Salem, - - -	46 51	West Brook, - - -	35 01
East Hartford, - - -	134 53	Newtown, - - -	125 97	West Chester, - - -	7 36
East Haven, - - -	27 26	Norfolk, - - -	144 87	West Hartford, - - -	26 37
East Windsor, - - -	103 33	North Canton, - - -	4 12	West Hartland, - - -	2 96
Ellington, - - -	52 98	Northford, - - -	42 02	Weston, - - -	38 67
Ellsworth, - - -	25 81	Northington, - - -	40 28	West Woodstock, - - -	42 61
Enfield, - - -	95 29	North Stonington, - - -	53 86	Wethersfield, - - -	216 64
Essex, - - -	143 26	Norwalk, - - -	405 78	Willington, - - -	52 27
Fairfield, - - -	312 38	Norwich, - - -	216 11	Willimantic, - - -	52 77
Farmington, - - -	277 75	Oxford, - - -	47 59	Wilton, - - -	58 20
Franklin, - - -	57 67	Plainfield, - - -	140 54	Winchester, - - -	215 10
Furnace Village, - - -	55 10	Plymouth, - - -	150 17	Winchester Centre, - - -	23 64
Gaylord's Bridge, - - -	7 41	Pomfret, - - -	157 89	Windham, - - -	174 56
Glastonbury, - - -	110 60	Poquonock, - - -	16 64	Windsor, - - -	122 08
Goshen, - - -	161 22	Preston, - - -	63 11	Wintontown, - - -	31 92
Granby, - - -	64 22	Kedding, - - -	30 84	Wolcott, - - -	5 05
Greenwich, - - -	101 66	Redding Town House, - - -	59 90	Wolcottville, - - -	46 81
Groton, - - -	98 24	Ridgebury, - - -	11 48	Woodbury, - - -	171 25
Guilford, - - -	116 84	Ridgefield, - - -	103 61	Woodstock, - - -	93 24
Haddam, - - -	92 71	Riverhead, - - -	40 73		
Hampton, - - -	69 89	Rocky Hill, - - -	106 68	Total of Connecticut, - - -	\$30,160 13

NEW JERSEY.

Absecomb, - - -	\$38 93	Caldwell, - - -	\$41 12	Fairton, - - -	\$26 88
Alexandria, - - -	14 67	Camptown, - - -	27 23	Fishing Creek, - - -	8 38
Allamuchy, - - -	7 74	Canton, - - -	2 50	Flagtown, - - -	17 36
Allentown, - - -	91 50	Cape Island, - - -	23 64	Flanders, - - -	11 75
Allowaytown, - - -	11 33	Cape May Court-house, - - -	28 91	Flemington, - - -	90 52
Amboy, - - -	196 81	Cedar Creek, - - -	8 90	Freehold, - - -	74 29
Anderson, - - -	19 12	Cedarville, - - -	22 40	Glassborough, - - -	3 80
Andover, - - -	12 14	Centreville, - - -	12 78	Goshen, - - -	6 89
Aquackanonck, - - -	35 72	Chatham, - - -	33 06	Gravel Hill, - - -	10 09
Asbury, - - -	25 49	Chester, - - -	41 19	Greenville, - - -	7 47
Augusta, - - -	16 92	Clarksborough, - - -	2 06	Greenwich, - - -	32 11
Bargaintown, - - -	24 93	Cold Springs, - - -	11 82	Hackensack, - - -	59 55
Baptistown, - - -	18 48	Colt's Neck, - - -	14 58	Hackettstown, - - -	91 95
Barneget, - - -	6 58	Columbia, - - -	21 79	Haddonfield, - - -	45 32
Baskenridge, - - -	45 26	Cooper's Ferry, - - -	93 48	Hamburg, - - -	42 20
Beemersville, - - -	6 45	Coursenville, - - -	2 90	Hancock Bridge, - - -	5 84
Beesley's, - - -	6 54	Cranberry, - - -	51 98	Hanover, - - -	45 77
Belleville, - - -	148 42	Crosswick's, - - -	25 66	Hanover Neck, - - -	13 71
Belvidere, - - -	100 92	Cumberland Furnace, - - -	6 35	Hardwick, - - -	12 42
Berkshire Valley, - - -	12 85	Deckertown, - - -	62 49	Harlingen, - - -	25 09
Black Horse, - - -	28 66	Deerfield Street, - - -	24 26	Harmony, - - -	21 37
Bloomfield, - - -	102 97	Dennis's Creek, - - -	69 41	Hightstown, - - -	37 02
Bloomsburgh, - - -	18 74	Dias Creek, - - -	3 56	Hoboken, - - -	31 07
Bordentown, - - -	94 78	Dividing Creek, - - -	14 58	Hope, - - -	53 50
Bottle Hill, - - -	84 97	Dover, - - -	78 95	Hopewell, - - -	8 80
Bound Brook, - - -	70 34	Elizabethtown, - - -	793 22	Howell Furnace, - - -	1 02
Branchville, - - -	9 31	Englishtown, - - -	44 11	Hunt's Mills, - - -	26 50
Bridgetown, - - -	257 85	Etna Furnace, - - -	17 42	Jacobstown, - - -	5 07
Burlington, - - -	450 63	Evesham, - - -	19 87	Jersey City, - - -	98 37

NEW JERSEY—Continued.

Jobstown, -	\$16 43	Newark, -	\$2,006 13	Scotch Plains, -	\$33 61
Johnsonburg, -	42 04	New Brunswick, -	1,326 08	Sculltown, -	27
Julistown, -	5 89	New Egypt, -	43 71	Sharpstown, -	34 37
Kingston, -	6 82	New Germantown, -	35 33	Shewsbury, -	81 74
Kingston, -	6 82	New Hampton, -	20 55	Smith's Landing, -	8 66
Lafayette, -	3 92	Newport, -	6 52	Somers's Point, -	38 02
Lambertsville, -	95 73	New Prospect, -	7 18	Somerville, -	146 79
Lawrenceville, -	31 79	New Providence, -	17 22	Soo's Inn, -	36 52
Lebanon, -	39 61	Newton, -	199 02	South River, -	9 83
Liberty Corner, -	12 37	New Vernon, -	12 80	Sparta, -	21 56
Littleton, -	3 22	New Village, -	25 12	Spottswood, -	34 11
Livingston, -	12 31	North Branch, -	10 29	Springfield, -	97 86
Lockwood, -	7 68	Orange, -	102 11	Squancum, -	18 25
Longacoming, -	7 65	Oxford Furnace, -	2 85	Stanhope, -	45 82
Malaga, -	8 36	Parsippany, -	68 91	Stewartsville, -	8 04
Manahawkin, -	27 75	Paterson, -	654 78	Still Valley, -	9 47
Manasquan, -	14 41	Peapack, -	13 99	Still Water, -	12 71
Mansfield, -	44 97	Pedrickstown, -	4 29	Stockholm, -	11 21
Marksborough, -	8 37	Pemberton, -	44 72	Sucksunny, -	78 02
Mauricetown, -	13 48	Pennington, -	58 57	Sweedsborough, -	53 70
May's Landing, -	27 65	Perryville, -	8 41	Tom's River, -	16 62
Medford, -	54 92	Pittsgrove, -	28 24	Trenton, -	1,794 52
Mendham, -	89 51	Pittstown, -	17 57	Tuckertown, -	51 62
Middletown, -	29 08	Plainfield, -	85 32	Union, -	15 04
Middletown Point, -	35 92	Pluckemin, -	33 68	Vansyckle's, -	11 87
Milford, -	23 29	Pompton, -	67 89	Vernon, -	24 73
Millington, -	7 94	Port Elizabeth, -	101 73	Vincent Town, -	19 55
Millstone, -	59 07	Prallville, -	6 19	Washington, -	33 48
Milton, -	7 19	Princeton, -	1,170 69	Westfield, -	39 04
Monroe, -	3 92	Rahway, -	494 52	White House, -	17 76
Montague, -	20 60	Ramsaysburg, -	1 28	Woodbridge, -	94 01
Moorestown, -	58 06	Ringoes, -	31 74	Woodbury, -	94 70
Morrisstown, -	606 46	Rockaway, -	71 08	Woodstown, -	47 62
Mount Freedom, -	8 64	Rockaway Valley, -	9 43	Wrightstown, -	10 83
Mount Holly, -	154 00	Salem, -	291 78		
Mount Pleasant, -	4 64	Sandyston, -	10 02		
Mullico Hill, -	22 84	Schooley's Mount, -	48 91		
				Total of New Jersey, \$16,227 41	

PENNSYLVANIA.

Aaronsburg, -	\$107 13	Blakely, -	\$4 08	Clarksville, G. co., -	\$15 84
Abbotstown, -	53 54	Blockley, -	45 61	Clarksville, W. co., -	32 57
Abington, -	15 16	Bloody Run, -	69 34	Claysville, -	62 89
Adamsburg, -	44 05	Bloomfield, -	8 31	Clearfield, -	19 97
Adamstown, -	6 77	Bloomsburg, -	98 20	Clearfield Bridge, -	4 84
Agnew's Mills, -	5 67	Boalsburg, -	55 85	Clingan's, -	7 53
Alba, -	7	Braintrem, -	45 13	Coatesville, -	107 55
Alexandria, -	109 80	Branchtown, -	15 60	Cochransville, -	66 18
Allegheny Bridge, -	1 41	Brandywine Manor, -	27 92	Coffee Run, -	4 57
Allentown, -	301 75	Briceland's Cross Roads, -	66 91	Coleraine, -	15 25
Allenville, -	24 14	Brighton, -	14 59	Coleraine Forge, -	38 38
Alum Bank, -	6 12	Bristol, -	250 18	Collinsville, -	5 63
Amity, -	28 61	Brown's Mills, -	50 87	Columbia, -	486 45
Andersonburg, -	16 04	Brownsville, -	392 05	Columbia Cross Roads, -	46
Andrew's Bridge, -	5 76	Buckingham, -	56 03	Columbus, -	7 09
Antis Township, -	10 50	Buck Tavern, -	52 20	Concord, -	36 86
Anville, -	91 07	Buffalo, -	13 50	Concord Meeting-house, -	15 11
Arbela, -	61	Burgettstown, -	72 46	Conneautville, -	16 95
Armagh, -	43 37	Burlington, -	13 57	Connellsville, -	153 74
Asylum, -	8 23	Burnt Cabin, -	21 96	Conyngham, -	41 60
Athens, -	119 02	Bursonville, -	3 03	Cookstown, -	36 52
Attleborough, -	37 00	Bushkill, -	13 35	Coolbaugh's, -	11 50
Bainbridge, -	18 26	Bustletown, -	86 16	Cootstown, -	71 93
Bakerstown, -	3 60	Butler, -	130 64	Covington, -	14 43
Bald Eagle, -	8 48	Butztown, -	18 30	Craig's Meadow, -	9 93
Barren Hill, -	3 55	Byberry, -	4 15	Cross Creek Village, -	20 99
Bart, -	20 59	Calhounville, -	22 62	Curwensville, -	44 82
Bath, -	36 85	Campbelltown, -	19 68	Dallas, -	3 07
Beach Grove, -	22 51	Canal Port, -	3 51	Dalmatia, -	16 32
Beallville, -	56 57	Canoe Camp, -	3 04	Damascus, -	18 27
Bear Gap, -	22 81	Cannonsburg, -	254 13	Danboro', -	13 61
Beavertown, B. co., -	150 09	Canton, -	15 25	Danville, -	209 51
Beavertown, U. co., -	20 19	Carlisle, -	1,420 16	Darby's, -	129 71
Bedford, -	477 51	Carmichael, -	16 40	Darlingsville, -	5 82
Becken's Ferry, -	7 06	Cattawissa, -	60 29	Dauphin, -	24 78
Bellefonte, -	399 23	Centre Point, -	2 87	Davisville, -	3 83
Belle Vernon, -	11 62	Centerville, -	6 80	Dick's Run, -	75
Belleville, -	45 80	Cerestown, -	13 02	Dillsburg, -	46 71
Bennett's Branch, -	8 55	Chambersburg, -	1,029 65	Dillworthtown, -	18 64
Bentleysville, -	4 14	Chancellorford, -	18 17	Dimocksville, -	4 41
Berlin, A. Co., -	42 43	Charlestown, -	48 46	Dingman's Ferry, -	19 81
Berlin S. Co., -	86 99	Chatham, -	18 10	Donegal, -	22 73
Bermudian, -	7 23	Cherry, -	14 14	Douglass's Mills, -	16 59
Berwick, -	108 10	Cherry Ridge, -	3 70	Dover, -	17 85
Bethany, -	88 96	Cherry Tree, -	3 01	Downtown, -	106 78
Bethlehem, -	403 10	Cherryville, -	23 34	Doylestown, -	158 57
Birchardsville, -	9 67	Chestnut Hill, -	9 84	Dry Run, -	14 61
Birmingham, -	47 73	Chester, -	194 26	Dublin, -	92
Black Horse, -	49 70	Churchtown, -	63 99	Dundaff, -	96 81
Blair's Gap, -	18 44	Clarion, -	30	Dunnsburgh, -	29 63
Blairsville, -	113 83	Clark's Ferry, -	45 87	Durham, -	10 05

PENNSYLVANIA—Continued.

Dutotsburgh, -	\$15 47	Hookstown, -	\$24 54	Marietta, -	\$158 91
Earle, -	21 99	Hop Bottom, -	32 42	Marshallton, -	38 65
East Hanover, -	7 50	Hopewell, -	27 95	Martickville, -	24 34
East Liberty, -	14 60	Horsham, -	13 26	Martinsburgh, -	70 24
East Nantmeal, -	7 72	Hulingsburgh, -	8 54	Martin's Creek, -	24 37
Easton, -	787 08	Hulmesville, -	15 90	Matheny's Salt Works, -	1 53
East Smithfield, -	11 06	Hummelstown, -	156 19	Mauch Chunk, -	200 87
East Whiteland, -	59 44	Humphreyville, -	3 86	Maytown, -	47 19
Ebensburg, -	80 73	Hunterstown, -	11 03	Meadville, -	589 01
Economy, -	72 52	Huntingdon, -	311 13	Measontown, -	21 33
Edgemont, -	20 84	Huntington, -	18 59	Mechanicsburg, -	56 36
Elderton, -	8 39	Huntsville, -	4 86	Mercer, -	233 91
Eldredville, -	6 26	Ickesburgh, -	14 99	Mercersburgh, -	192 45
Elizabeth C. H., -	66 03	Independence, -	1 05	Merrittstown, -	15 27
Elizabethtown, -	100 99	Indiana, -	148 21	Metzger's, -	3 99
Elk Creek, -	12 12	Ingham, -	4 98	Mexico, -	34 20
Elkland, -	7 75	Irvine, -	2 02	Middleburgh, -	41 77
Emaus, -	8 20	Ivy Mill, -	9 70	Middletown, D. co., -	98 17
Ennisville, -	18 11	Jackson, -	6 47	Middletown, F. co., -	6 94
Ephratah, -	64 68	Jacksonville, -	17 56	Mifflinburg, -	93 00
Erle, -	187 95	Jefferson, -	69 14	Mifflinburg, C. co., -	20 20
Erwinna, -	14 65	Jenkinton, -	54 80	Mifflintown, -	102 41
Espy, -	6 84	Jennersville, -	11 60	Milford, -	66 22
Evansburgh, -	12 07	Jersey Shore, -	145 92	Millersburgh, -	49 04
Ewing's Mills, -	3 72	Jerseytown, -	23 34	Millertown, -	57 15
Exeter, -	8 38	Johnstown, -	28 09	Millertown, L. co., -	8 28
Fairfield, -	45 74	Jonestown, -	53 73	Millersville, -	9 13
Fairview, -	55 18	Karthauss, -	10 33	Mill Hall, -	65 48
Fannettsburgh, -	50 66	Keating, -	39	Millheim, -	25 24
Fawn Grove, -	21 02	Keener's Mills, -	17 67	Millsboro', -	6 93
Fayetteville, -	8 57	Kennett's Square, -	37 00	Milltown, -	2 18
Finleyville, -	7 09	Kensington, -	189 24	Milton, -	336 34
Fishing Creek, -	5 24	Kernsville, -	22 85	Monroe, -	13 61
Foylesville, -	21 10	Kimberton, -	14 59	Monroe, B. co., -	37 34
Fox Township, -	2 93	Kimblesville, -	11 16	Montgomery, -	51 28
Frankford, -	209 80	Kingston, -	90 40	Montgomery Ferry, -	10 74
Frankfort, -	28 06	Kinzua, -	8 05	Montmorency, -	5 76
Franklin, -	105 46	Kirk's Mills, -	29 42	Montrose, -	225 44
Franklin Dale, -	1 90	Kiskiminitas, -	63 73	Mooreburgh, -	8 00
Franklintown, -	8 70	Kittanning, -	154 18	Morgantown, -	54 46
Frankstown, -	52 49	Klinesville, -	5 04	Morris's Cove, -	17 40
Fredericktown, -	17 99	Klingerstown, -	11 20	Morrisville, -	105 16
Freeburg, -	11 84	Knoxville, -	22 77	Morrisville, G. co., -	4 75
Freedingsburgh, -	4 34	Kreidersville, -	24 24	Mount Etna Furnace, -	29 99
Freeport, -	64 23	Lady Washington, -	19	Mount Jackson, -	27 24
French Mills, -	3 11	Lafayette, -	72	Mount Joy, -	130 24
Friendsville, -	51 55	Lampeter Square, -	26 85	Mount Morris, -	7 45
Gamble's, -	4 84	Lancaster, -	2,074 23	Mount Pleasant, L. co., -	40 80
Gap, -	19 70	Landisburgh, -	71 97	Mount Pleasant, W. co., -	54 30
Gebhart's, -	2 49	Lanesville, -	4 18	Mount Pleasant, West. co., -	99 93
Georgetown, -	10 43	Laughlinton, -	48 91	Mount Pleasant Mills, -	9 00
Georgetown, M. co., -	22 69	Laurel Hill, -	5 79	Mount Republic, -	5 67
Germantown, -	425 88	Laurenceburgh, -	36 27	Mount Vernon, -	20 54
Gettysburgh, -	493 72	Lawrenceville, -	41 39	Muncy, -	234 21
Gibson, -	43 80	Lawsville, -	10 03	Munster, -	22 63
Glen Connell, -	3 57	Leacock, -	36 32	Murraysville, -	31 83
Gratz, -	17 77	Lebanon, -	526 55	Myersstown, -	58 11
Graysville, -	14 75	Lehigh Gap, -	6 89	Nazareth, -	219 81
Great Bend, -	41 74	Leighton, -	25 43	Nescopeck, -	11
Great Salt Works, -	41 18	Lenox, -	2 18	New Albany, -	7 37
Green Castle, -	238 72	Lewisburg, -	37 71	New Alexandria, -	62 51
Greenfield, -	14 69	Lewisburgh, -	99 87	New Bedford, -	31 42
Greensburgh, G. co., -	68 71	Lewistown, -	350 52	New Berlin, -	113 08
Greensburgh, W. co., -	448 35	Lexington, -	13 90	Newberry, -	19 34
Greenville, -	9 05	Liberty, -	18 58	Newberrytown, -	4 21
Greenwood, -	14 41	Licking Creek, -	37 52	New Bloomfield, -	33 49
Greensburgh, -	102 14	Ligonier, -	70 01	Newburgh, -	7 77
Gulf Mills, -	11 71	Lionville, -	8 02	New Castle, -	70 54
Half Moon, -	23 13	Lisburn, -	22 42	New Columbia, -	19 19
Halifax, -	46 17	Litchfield, -	4 48	New Derry, -	9 61
Hamburgh, -	77 34	Litz, -	112 01	New Garden, -	58 27
Hanover, -	145 48	Little Britain, -	11 03	New Geneva, -	60 32
Harford, -	30 82	Liverpool, -	52 81	New Germantown, -	7 25
Harlansburgh, -	11 35	London Grove, -	37 55	New Goshen Hoppen, -	9 61
Harmansburgh, -	4 94	Long Swamp, -	5 39	New Holland, -	85 06
Harmony, -	123 99	Loretto, -	4 15	New Hope, -	182 87
Harrisburgh, -	5,962 64	Loudon, -	88 51	New London Cross Roads, -	89 73
Harrisville, -	20 93	Lower Chanceford, -	15 39	New Milford, -	39 63
Hartleton, -	27 74	Lower Smithfield, -	1 38	Newport, -	15 38
Hartsville, -	34 34	Lumberville, -	17 13	New Providence, -	10 59
Harvey's, -	5 70	Lynville, -	32 13	Newry, -	22 21
Hatboro', -	29 18	McConnellsburgh, -	168 07	New Salem, -	7 09
Hellertown, -	19 16	McEwensville, -	16 14	Newtown, G. co., -	5 97
Hendricksville, -	31 71	McKeansburgh, -	21 18	Newtown, -	81 07
Hickory, -	44 63	McVeytown, -	73 60	New Troy, -	8 57
Hillsboro', -	5 87	McWilliamstown, -	11 42	Newville, -	163 25
Hill's Grove, -	7 75	Maiden Creek, -	24 22	Nittany Valley, -	24 06
Hilltown, -	6 97	Makfield, -	13 65	Norristown, -	284 75
Hinkletown, -	51 70	Manayunk, -	53 07	North East, -	96 92
Hogestown, -	38 23	Manchester, -	1 19	North Moreland, -	16 24
Holidaysburgh, -	208 25	Manheim, -	80 86	North Sewickly, -	2 41
Holmesburgh, -	208 25	Manfield, -	9 12	North Sharon, -	9 30
Honeybrook, -	39 76	Marcus Hook, -	52 52	Northumberland, -	192 37

PENNSYLVANIA—Continued.

Northville, -	\$8 94	Salisbury, L. co. -	\$157 69	Towamensing, -	\$4 72
North Whitehall, -	8 73	Salisbury, S. co. -	23 53	Towanda, -	98 43
Octararo, -	14 18	Schellsburgh, -	68 20	Trapp, -	51 41
Oil Creek, -	30 05	Schuylersburgh, -	8 95	Trexelstown, -	10 72
Old Fort, -	16 71	Schuykill, -	5 17	Trough Creek, -	3 84
Orangeville, -	9 14	Scottville, -	14 84	Trout Run, -	1 85
Orwell, -	24 41	Selin's Grove, -	101 27	Troy, -	35 71
Orwigsburgh, -	132 59	Seller's Tavern, -	14 21	Trumbauersville, -	2 40
Ottsville, -	18 02	Sergeant, -	7 41	Tunkhannock, -	60 55
Oxford, A. co. -	26 45	Sewickly Bottom, -	20 28	Turkey Foot, -	19 07
Oxford, -	62 17	Shade Gap, -	10 52	Tuscarora Valley, -	58 54
Packersville, -	13 19	Shade Works, -	6 76	Ulster, -	7 23
Painter's Cross Roads, -	8 34	Shaefferstown, -	17 81	Uwchland, -	13 10
Palmyra, L. co. -	24 40	Shannonsville, -	1 61	Union, -	5 42
Palmyra, P. co. -	12 13	Shaver's Creek, -	12 68	Union Mills, -	15 07
Paoli, -	6 54	Shepherdston, -	17 65	Uniontown, -	480 74
Paradise, -	126 08	Sheshequin, -	14 93	Unionville, -	27 77
Parkinson's Ferry, -	89 24	Shippensburgh, -	323 08	Upper Dublin, -	15 70
Peach Bottom, -	31 20	Shippensville, -	21 91	Valley Forge, -	24 38
Pennsville, -	2 00	Shirleysburgh, -	53 06	Yenango Furnace, -	25 87
Perry, -	10 89	Shrewsbury, -	48 02	Village Green, -	3 57
Perryopolis, -	41 18	Siddensburgh, -	8 64	Vincent, -	18 17
Perryville, -	7 72	Silver Lake, -	37 69	Warminster, -	2 55
Petersburgh, A. co. -	63 35	Sinking Springs, -	3 48	Warren, B. county, -	16 33
Petersburgh, L. co. -	14 32	Sinking Valley Mills, -	10 67	Warren, W. county, -	100 60
Philadelphia, -	77,446 04	Skippack, -	7 15	Warren's Tavern, -	58 54
Phillipsburgh, -	146 39	Smithfield, B. co. -	12 61	Warrior's Mark, -	16 85
Pike, -	31 16	Smithfield, F. co. -	31 46	Washington, C. county, -	31 13
Pine Grove, -	11 82	Smithfield, S. co. -	76 53	Washington, L. county, -	34 50
Pine Grove, W. co. -	15 96	Smithport, -	40 75	Washington, W. county, -	28 81
Pine Grove Mills, -	19 07	Smith's Mills, -	5 15	Waterford, E. county, -	117 19
Pittston, -	5,342 80	Snyder'sville, -	19 50	Waterford, M. county, -	31 61
Pleasant Unity, -	32 03	Somerestown, -	161 38	Waterloo, -	11 46
Plymouth, -	5 75	South Creek, -	2 33	Water Street, -	16 17
Plymouth Meeting-house, -	35 62	South Warren, -	2 10	Wattsburgh, -	14 02
Poke Run, -	16 79	Sparta, -	19 90	Waynesburgh, -	94 10
Poke Run, -	10 79	Spinnerstown, -	1 56	Waynesburgh, F. county, -	98 92
Portersville, -	4 70	Spread Eagle, -	60 25	Webster's Store, -	46 96
Potter's Mills, -	26 76	Springfield, -	14 49	Wellsborough, -	83 06
Pottsgrove, -	222 65	Springfield Furnace, -	10 85	West Alexandria, -	67 18
Pottsville, -	158 01	Springfield Cross Roads, -	52 50	West Chester, -	260 86
Providence, -	18 69	Spring Hill, -	4 07	Westfield, -	40
Providence Meeting-house, -	14 16	Spring Mills, -	32 54	West Hanover, -	28 54
Pughtown, -	18 88	Springtown, -	8 00	West Middletown, -	89 51
Punxsatauney, -	20 74	Springville, -	32 58	West Nantmeal, -	18 79
Quakertown, -	49 23	Springville Four Corners, -	11 78	West Whiteland, -	19 72
Raccoon, -	3 11	Stabler's, -	1 02	White Deer, -	13 80
Raubsville, -	3 41	Standing Stone, -	2 44	White Hall, -	12 36
Reading, -	1,329 43	Sterling, -	12 15	White Marsh, -	36 03
Reamstown, -	49 78	Stewartstown, -	57 24	Whitestown, -	2 74
Reesville, -	10 48	Stockerstown, -	3 94	Wilkesbarre, -	458 07
Rehrersburgh, -	28 47	Stockport, -	10 52	Williamsburgh, H. county, -	73 52
Richmond, -	33 64	Stoddertsville, -	20 93	Williamsburgh, N. county, -	38 38
Ridgebury, -	1 74	Stoughton, -	28 27	Williamsport, -	239 78
Rising Sun, -	15 98	Stoytown, -	69 46	Williamstown, -	60 30
Robbstown, -	63 91	Strasburgh, F. co. -	38 02	Willow Grove, -	18 39
Rocksdale, -	31 39	Strasburgh, L. co. -	89 05	Wind Gap, -	19 07
Rock Hill, -	1 67	Strawtown, -	3 86	Windham, -	5 49
Rockville, -	19	Strickersville, -	10 36	Windsor, -	13 04
Roseburgh, -	21 52	Stroudsburg, -	69 24	Womelsdorf, -	120 48
Roseland, -	3 17	Stumptown, -	3 88	Wrightsville, -	50 35
Rose's, -	1 22	Sugar Grove, -	70 24	Wyalusing, -	19 66
Rossville, -	12 99	Sullivan, -	8 38	Wysox, -	17 47
Roulette, -	3 15	Sumneytown, -	19 82	Yellow Springs, H. county, -	28 45
Roxboro', -	29 63	Sunbury, -	196 04	Yellow Springs, C. county, -	19 22
Roxbury, -	25 47	Swamp Churches, -	11 87	York, -	775 24
Rushville, -	7 62	Sylvania, -	12 29	York Haven, -	69 92
Russellville, -	11 92	Terrytown, -	2 81	York Sulphur Springs, -	69 25
Rynd's, -	50	The Valley, -	12 00	Youngstown, -	48 61
Sadsburyville, -	39 79	Thompson's Cross Roads, -	8 19	Youngsville, -	28 00
St. Mary's, -	24 26	Thompsonstown, -	53 17		
St. Thomas, -	48 20	Three Springs, -	7 94		
Salem, -	15 98	Tioga, -	23 55		
Salem Cross Roads, -	25 44	Toby, -	11 94		
				Total of Pennsylvania, -	\$127,821 51

DELAWARE.

Bridgeville, -	\$36 62	Frederica, -	\$66 39	St. George's, -	\$137 59
Camden, -	117 31	Georgetown, -	128 77	Seaford, -	20 07
Canon's Ferry, -	18 89	Laurel, -	70 26	Smyrna, -	362 56
Canterbury, -	18 93	Lewis, -	25 36	Stanton, -	76 87
Cantwell's Bridge, -	125 70	Middletown, -	143 48	Summit Bridge, -	176 87
Christiana, -	124 09	Milford, -	197 79	Vernon, -	6 03
Concord, -	33 25	Millsborough, -	50 01	Whiteleysburgh, -	13 59
Cooch's Bridge, -	57 19	Milton, -	62 96	Williamsville, -	1 15
Dagsborough, -	30 78	Newark, -	187 38	Wilmington, -	1,664 27
Delaware City, -	60 92	New Castle, -	425 10		
Dover, -	363 74	Newport, -	30 18		
				Total of Delaware, -	\$4,834 10

MARYLAND.

Allen's Fresh, - - -	\$97 44	Georgetown Cross Roads, -	\$93 69	Port Deposit, - - -	\$157 39
Annapolis, - - -	1,924 88	Golden, - - -	40 12	Port Tobacco, - - -	346 73
Aquasco, - - -	26 75	Goshen Mills, - - -	18 90	Priestford, - - -	25 42
Baltimore, - - -	42,523 52	Graceham, - - -	25 77	Princess Ann, - - -	232 28
Barnesville, - - -	52 67	Great Mill, - - -	70 95	Prince Fredericktown, -	56 42
Barren Creek Springs, -	7 96	Greensborough, - - -	63 31	Quantico, - - -	34 38
Belair, - - -	201 07	Hagerstown, - - -	606 63	Queen Anne, - - -	96 25
Benedict, - - -	64 26	Halfway House, - - -	5 41	Queenstown, - - -	98 01
Berlin, - - -	72 17	Hampstead, - - -	16 05	Randallstown, - - -	9 04
Bladensburg, - - -	213 22	Hancock, - - -	182 08	Reisterstown, - - -	84 20
Boonsborough, - - -	197 79	Harford, - - -	85 64	Ridge, - - -	21 74
Brick Meeting-house, -	42 72	Harley's Store, - - -	16 64	Rising Sun, - - -	99 96
Broad Creek, - - -	27 06	Harris's Lot, - - -	30 82	Rock Hall, - - -	121 09
Brookville, - - -	63 22	Havre-de-Grace, - - -	78 36	Rockville, - - -	238 40
Brown's Tavern, - - -	55 58	Head of Chester, - - -	90 82	Rowlandsville, - - -	31 53
Bryantown, - - -	39 88	Head of Sassafas, - - -	23 95	St. Augustine, - - -	13 97
Buckeystown, - - -	8 92	Head of Severn, - - -	24 03	St. Clement's Bay, - - -	31 96
Cambridge, - - -	300 56	Hereford, - - -	25 48	St. Ingeps, - - -	29 60
Carman's, - - -	2 93	Hillsborough, - - -	16 34	St. Leonard's, - - -	30 74
Cavetown, - - -	32 29	Horsehead, - - -	2 24	St. Martin's, - - -	23 75
Cecilton, - - -	134 83	Hunting Creek, - - -	27 91	St. Michael's, - - -	57 37
Centreville, - - -	271 16	Hyattstown, - - -	28 18	Salisbury, - - -	57 99
Chapico, - - -	142 54	Joppa Cross Roads, - -	55 24	Sam's Creek, - - -	26 90
Charlestown, - - -	20 66	Kingston, - - -	42 49	Sandy Spring, - - -	54 09
Charlotte Hall, - - -	57 35	Leesborough, - - -	2 50	Sharpsburg, - - -	96 55
Chesapeake, - - -	40 73	Leontown, - - -	9 20	Simpsonville, - - -	6 32
Chestertown, - - -	508 73	Leonardstown, - - -	228 78	Smith's Farm, - - -	5 18
Church Hill, - - -	76 69	Libertytown, - - -	110 73	Snow Hill, - - -	258 16
Churchburg, - - -	58 45	Lower Marlborough, -	76 60	Sweetzer's Bridge, - -	5 81
Clear Spring, - - -	68 33	Magruder's, - - -	57 24	Taneytown, - - -	103 15
Colesville, - - -	32 30	Manchester, - - -	43 76	Tomlinson, - - -	36 48
Conewingo, - - -	10 92	Mechanicstown, - - -	34 95	Tracy's Landing, - - -	75 72
Cooksville, - - -	50 11	Mechanicsville, - - -	11 23	Trapp, - - -	80 33
Crampton Gap, - - -	7 40	Medley's Hall, - - -	5 05	Triadelphia, - - -	9 03
Craggerstown, - - -	33 27	Michaelsville, - - -	7 66	Union Bridge, - - -	31 95
Cresaptown, - - -	3 62	Middlebrook Mills, -	41 55	Union Mills, - - -	13 08
Cumberland, - - -	298 23	Middlebury, - - -	36 29	Uniontown, - - -	72 10
Damascus, - - -	9 00	Middletown, - - -	147 47	Unionville, - - -	11 84
Darlington, - - -	20 56	Nanjemoy, - - -	53 78	Unity, - - -	26 51
Darnestown, - - -	31 09	Newark, - - -	12 73	Upper Marlborough, -	395 84
Dawson's, - - -	2 27	New Market, - - -	139 47	Vansville, - - -	14 71
Dawsonville, - - -	5 93	New Market, D. county,	41 76	Vienna, - - -	92 11
Denning's, - - -	26 25	Newport, - - -	29 99	Walkersville, - - -	80
Denton, - - -	97 22	Newtown, - - -	15 95	Warwick, - - -	18 43
Double Pipe Creek, - -	5 33	Newtown Trap, - - -	79 02	Waterloo, - - -	60 31
Easton, - - -	684 67	New Windsor, - - -	40 59	Weaver's Mills, - - -	9 81
Elk Ridge Landing, - -	91 53	Nine Bridges, - - -	7 71	Westernport, - - -	41 49
Elkton, - - -	285 69	North East, - - -	58 01	West Friendship, - -	22 42
Ellicott's Mills, - - -	185 73	Nottingham, - - -	97 00	Westminster, - - -	139 44
Emmetsburg, - - -	372 05	Oakland Mills, - - -	38 92	West River, - - -	48 14
Ewingsville, - - -	8 42	Oldtown, - - -	40 18	White Haven, - - -	37 01
Federalburg, - - -	15 42	Petersville, - - -	81 26	Williamsport, - - -	32 68
Fenwick's Tavern, - - -	8 15	Pig Point, - - -	29 79	Wisesburg, - - -	18 78
Flintstone, - - -	85 86	Pikesville, - - -	68 29	Woodsborough, - - -	55 26
Fort Washington, - - -	152 70	Piscataway, - - -	122 39	Wye Mills, - - -	7 78
Fredericktown, - - -	1,671 12	Pleasant Hill, - - -	44 31	Yough Glades, - - -	46 75
Freedom, - - -	31 70	Poolesville, - - -	82 63	Young's Tavern, - - -	5 07
Friendship, - - -	49 23	Poplar Spring, - - -	83 42		
Frostburg, - - -	53 15	Poplartown, - - -	37 65		
Funkstown, - - -	85 28			Total of Maryland, -	\$59,335 38

VIRGINIA.

Abbeville, - - -	\$55 04	Bennett's Store, - - -	\$15 91	Brydie's Store, - - -	\$26 59
Acomack Court-house, -	121 31	Bent Creek, - - -	75 81	Buchanan, - - -	4 55
Aldie, - - -	87 63	Bentleyville, - - -	17 22	Buckingham Court-house,	208 52
Amelia Court-house, -	54 95	Berkley Springs, - - -	65 38	Buckland, - - -	33 30
Amherst Court-house, -	59 72	Berry's Ferry, - - -	17 14	Buffalo, - - -	24 42
Amisville, - - -	19 46	Bethel, - - -	6 13	Buffalo, M. county, -	25 21
Annsville, - - -	13 95	Bethlehem Cross Roads,	26 70	Buffalo Forge, - - -	5 04
Aquia, - - -	98 82	Beverly, - - -	43 39	Bulltown, - - -	3 02
Arara, - - -	2 06	Big Creek, - - -	2 60	Burke's Garden, - - -	6 74
Archville, - - -	11 36	Big Lick, - - -	87 05	Burtonsville, - - -	9 34
Arrold's Cross Roads, -	21 31	Billsburg, - - -	1 15	Cabell Court-house, -	67 54
Austinville, - - -	31 82	Blacks and Whites, - -	18 35	Cabin Point, - - -	112 21
Aylett's, - - -	90 32	Blacksburg, - - -	33 93	Cackley's, - - -	10 83
Back Creek Valley, - -	22 63	Black Walnut, - - -	31 55	Ca Ira, - - -	94 01
Baileysburg, - - -	16 72	Bloomfield, - - -	15 47	Callaghan's, - - -	14 10
Balcony Falls, - - -	30 90	Blue Sulphur Springs, -	5 07	Calland's Store, - - -	25 50
Ballsville, - - -	30 04	Booth's Store, - - -	14 38	Campbell Court-house, -	55 64
Barboursville, - - -	19 86	Boswellville, - - -	37	Canal, - - -	31 50
Barnett's Mills, - - -	9 81	Bower's, - - -	12 08	Cartersville, - - -	277 10
Barnes's Mills, - - -	27 84	Bowler's, - - -	46 36	Cavesville, - - -	18 43
Bath Court-house, - -	111 50	Bowling Green, - - -	129 53	Cedar Creek, - - -	8 84
Battletown, - - -	173 16	Boydton, - - -	188 64	Centreville, - - -	70 50
Baylor's Mills, - - -	2 70	Brentsville, - - -	151 49	Chalk Level, - - -	27 44
Beaver Dam, - - -	26 64	Bridgeport, - - -	11 40	Chambliss's Store, - -	16 94
Belle Haven, - - -	6 42	Brock's Gap, - - -	5 51	Chancellorsville, - -	17 20
Bellona Arsenal, - - -	83 31	Brownburg, - - -	88 82	Charles City Court-house,	90 27
Belleville, R. county, -	9 97	Brown's Turnpike, - -	10 40	Charleston, - - -	473 86
Belleville, U. county, -	10 29	Brucetown, - - -	63 23	Charlotte Court-house, -	361 89

VIRGINIA—Continued.

Charlottesville, - - -	\$932 39	Germantown, - - -	\$15 64	King and Queen Court-house, -	\$47 95
Chestnut Hill, - - -	16 58	Gerardstown, - - -	51 98	King William Court-house, -	27 20
Chesterfield Court-house, -	36 98	Gholsonville, - - -	75 77	Kingwood, - - -	49 86
Chilesburg, - - -	50 09	Giles Court-house, - - -	70 66	Kinsale, - - -	43 96
Christiansburg, - - -	108 37	Glady Creek Cross Roads, -	5 21	Kite's Mills, - - -	6 77
Christianville, - - -	59 42	Glencoe, - - -	3 33	Lancaster Court-house, -	50 69
Chuckatuck, - - -	5 90	Glenn's, - - -	18 83	Langhorne's Tavern, - - -	84 57
City Point, - - -	26 61	Gloucester Court-house, -	274 05	Lawrenceville, - - -	55 74
Clarksburg, - - -	317 61	Golansville, - - -	24 15	Lawson's, - - -	10 61
Clarkston, - - -	46 79	Goochland Court-house, -	229 70	Leadesville, - - -	5 67
Clarksville, - - -	60 47	Goodson's, - - -	5 32	Leatherwood's Store, -	7 27
Cloverdale, - - -	103 43	Gordonsville, - - -	50 78	Lebanon, - - -	63 22
Coalsmouth, - - -	36 15	Graham's Store, - - -	10 11	Lee Court-house, - - -	68 28
Cold Harbor, - - -	2 18	Grantley, - - -	1 71	Leesburg, - - -	651 26
Colesville, - - -	21 45	Granville, - - -	9 12	Leesville, - - -	11 31
Collins's Settlement, - - -	69	Grasty's Store, - - -	25 31	Leetown, - - -	21 18
Columbia, - - -	65 85	Grave Creek, - - -	41 66	Lewisburg, - - -	196 84
Columbian Grove, - - -	32 98	Grayson Court-house, -	51 75	Lewis's Store, - - -	42 99
Colvin's Tavern, - - -	6 62	Great Bridge, - - -	18 79	Lewisville, - - -	48 08
Comanswell, - - -	20 43	Greggville, - - -	14 61	Lexington, - - -	696 05
Concord, - - -	47 09	Green Bottom, - - -	3 99	Liberty, - - -	361 31
Conrad's Store, - - -	16 12	Greenfield, - - -	24 97	Liberty Hall, - - -	47 46
Copperhonk, - - -	33	Green Hill, - - -	46 37	Lilly Point, - - -	9 29
Corowaugh, - - -	6 22	Greensborough, - - -	3 42	Lindsay's Store, - - -	54 50
Covington, - - -	78 40	Green Valley, - - -	9 29	Linville Creek, - - -	6 65
Crab Orchard, - - -	1 25	Greenville, - - -	79 70	Little Plymouth, - - -	56 66
Cranberry Plain, - - -	6 15	Griffinsburg, - - -	8 11	Littleton, - - -	29 30
Crichton's Store, - - -	14 43	Guyandotte, - - -	98 74	Lloyd's, - - -	79 76
Cross Keys, - - -	18 42	Guyandotte Falls, - - -	37	Locust Grove, - - -	27 88
Cuckooville, - - -	27 35	Hagan's Store, - - -	11 67	Locust Grove, C. county, -	7 19
Culpeper Court-house, -	223 01	Hagood's Store, - - -	75 21	Logan Court-house, - - -	15 20
Cumberland Court-house, -	90 06	Hague, - - -	38 37	Lombardy, - - -	23 49
Danielsville, - - -	12 72	Haibstone, - - -	10 11	Lombardy Grove, - - -	95 69
Danville, - - -	224 16	Halesburg, - - -	21 66	London Bridge, - - -	11 10
Darkeville, - - -	27 02	Halfway House, - - -	50 39	Loretto, - - -	172 75
Darvill's, - - -	54 77	Halfax Court-house, - - -	321 42	Lorentz's Store, - - -	8 90
Davis's Mill, - - -	44	Hambauha's, - - -	16 24	Lost River, - - -	11 15
Davis's Store, - - -	22 56	Hampden, - - -	148 60	Louisa Court-house, -	107 62
Davis's Tavern, - - -	2 16	Hampton, - - -	184 80	Livingston, - - -	165 16
Deatonville, - - -	35	Hanging Rock, - - -	11 01	Lunenburg Court-house, -	109 29
Deep Creek, - - -	29 46	Hanover Court-house, -	24 51	Luncy's Creek, - - -	32 42
Deerfield, - - -	10 72	Hanoverton, - - -	31 84	Luray, - - -	157 12
Dennis, - - -	14 73	Hardin's Tavern, - - -	3 07	Lynchburg, - - -	2,753 97
Dentonville, - - -	15 47	Harpers Ferry, - - -	399 61	McFarland's, - - -	39 05
Dickinson's, B. county, -	3 88	Harrisonburg, - - -	483 40	McGahesville, - - -	22 32
Dickinson, F. county, -	11 90	Harrisville, - - -	59 94	McReynolds's Store, -	4 05
Dinwiddie Court-house, -	63 82	Hart's Store, - - -	49 45	Madison Court-house, -	195 26
Dixie, - - -	32 30	Harwellsville, - - -	13 06	Manchester, - - -	573 03
Double Bridge, - - -	19 49	Hatchersville, - - -	23 34	Mantoloking, - - -	504 81
Dover Mills, - - -	55 64	Hay Market, - - -	108 25	Martinsville, - - -	94 38
Dranesville, - - -	17 26	Hay's Mills, - - -	6 71	Marysville, - - -	32 43
Dumfries, - - -	194 28	Hazard Forge, - - -	8 91	Matthews Court-house, -	91 51
Dyer's Old Store, - - -	62 48	Henderson, - - -	6 43	Mattox Bridge, - - -	149 68
Eastville, - - -	190 58	Hendrick's Store, - - -	14 88	Meadow Dale, - - -	15 41
Eldridge, - - -	7 63	Hereford's, - - -	2 07	Meadville, - - -	59 23
Elkhill, - - -	97 31	Hermitage, - - -	14 91	Meigsville, - - -	1 45
Elkmarsh, - - -	19 06	Hicksford, - - -	185 03	Merryman's Shop, - - -	59
Elkrum Church, - - -	17 47	Hill's, - - -	8 78	Middlebourne, - - -	26 31
Enfield, - - -	4 38	Hillsborough, - - -	60 89	Middlebrook, - - -	89 11
Estillville, - - -	67 76	Hoffsville, - - -	1 61	Middleburg, - - -	389 05
Everettsville, - - -	67 84	Holiday's Cove, - - -	3 13	Middletown, - - -	66 61
Fairfax Court-house, -	156 15	Honeyville, - - -	2 77	Middleway, - - -	81 06
Fairfield, - - -	43 31	Hornersville, - - -	6 68	Midway, - - -	5 20
Fairview, - - -	15 34	Hornstown, - - -	52 71	Millborough, S. county, -	4 19
Falling Bridge, - - -	1 91	Hot Springs, - - -	26 69	Millborough Spring, -	14 77
Falling Waters, - - -	12 51	Hoyssville, - - -	2 64	Mill Creek, - - -	45 19
Falmouth, - - -	305 60	Hull's Store, - - -	14 57	Miller's Tavern, - - -	23 36
Fancy Hill, - - -	29 80	Huntersville, - - -	28 13	Mill Farm, - - -	16 05
Farmville, - - -	211 44	Huttonsville, - - -	9 00	Mill Grove, - - -	21 67
Farnham, - - -	37 25	Isle of Wight Court-house, -	5 60	Millville, - - -	25 70
Farrowsville, - - -	62 18	Jackson's, - - -	32 66	Millwood, - - -	235 02
Fincastle, - - -	370 97	Jacksonville, - - -	19 99	Milton, - - -	51 09
Finley's, - - -	3 49	James City, - - -	33 54	Mitchell's Store, - - -	10 80
Finney Mills, - - -	10 74	Jamestown, - - -	88 83	Modestown, - - -	21 12
Fishing Creek, - - -	25 65	Jefferson, - - -	16 15	Monroctown, - - -	8 49
Flat Rock, - - -	15 70	Jeffersonson, - - -	76 49	Montague, - - -	19 10
Flatwoods, - - -	2 89	Jeffersonville, - - -	29 70	Montpelier, - - -	36 10
Flint Hill, - - -	25 82	Jeffrey's Store, - - -	59 19	Moorfields, - - -	182 24
Flood's, - - -	37 51	Jemappe, - - -	11 71	Morgansville, - - -	66 43
Fotheringay, - - -	31 59	Jennings's Gap, - - -	19 17	Morgantown, - - -	191 19
Frankford, - - -	22 84	Jennessum, - - -	143 67	Morrisville, - - -	62 07
Frankfort, - - -	28 49	Jeterville, - - -	12 47	Mount Gilead, - - -	14 47
Fredericksburg, - - -	2,960 79	Johnson's Springs, - - -	16 78	Mount Hope, - - -	8 90
French Creek, - - -	10 58	Jonesborough, - - -	12 57	Mount Horeb, - - -	25 87
Front Royal, - - -	112 28	Kanawha Court-house, -	252 41	Mount Jackson, - - -	85 93
Gainesborough, - - -	21 79	Kanawha Saline, - - -	168 87	Mount Laurel, - - -	41 89
Gaines's Cross Roads, -	24 62	Kasey's, - - -	2 36	Mount Meridian, - - -	11 59
Gardner's Cross Roads, -	11 65	Kempsville, - - -	13 69	Mount Pleasant, - - -	26 76
Gardner's Tavern, - - -	12 91	Kennedy's, - - -	53 80	Mountville, - - -	13 18
Ganley Bridge, - - -	14 83	Keysville, - - -	19 28	Natural Bridge, - - -	56 77
Genito Bridge, - - -	70 98	Kilmarnock, - - -	50 99	Newark, - - -	24 83
Germanna, - - -	5 88	King George Court-house, -	105 12	New Baltimore, - - -	58 59
German Settlement, - - -	10 27	King's Ferry, - - -	2 40	Newbern, - - -	100 78

VIRGINIA—Continued.

New Canton, - - -	\$128 43	Prospect, - - -	\$19 39	Sussex Court-house, - -	\$101 44
Newcastle, - - -	8 32	Prospect Hill, - - -	7 10	Sweet Springs, - - -	74 29
Newfound Mills, - -	4 30	Providence Inn, - - -	13 65	Sycamores, - - -	1 12
New Glasgow, - - -	132 65	Pruntytown, - - -	33 54	Tappahannock, - - -	216 09
New Kent Court-house, -	137 56	Pungoteague, - - -	32 17	Taylor's Store, - - -	15 85
New London, - - -	96 90	Purcell's Store, - - -	24 03	Taylor'sville, - - -	27 72
New Market, Sh. county, -	179 44	Raccoon Ford, - - -	16 15	Teaze's Valley, - - -	15 07
New Market, Sa. county, -	15 39	Raine's Tavern, - - -	45 25	Thompson's Cross Roads, -	19 61
New Store, - - -	137 72	Rappahannock Academy, -	16 15	Thompson's Store, - - -	14 49
Newtown, K. and Q. county, -	32 21	Rectortown, - - -	17 83	Thompsonville, - - -	11 11
Newtown, L. county, - -	27 73	Red House, - - -	24 27	Thornsburch, - - -	12 96
Newtown Stephensburg, -	99 55	Richmond, - - -	14,999 15	Thornton's Gap, - - -	16 20
New York, - - -	21 36	Richmond Court-house, -	122 69	Todd's, - - -	4 40
Nicholas Court-house, -	34 88	River Bank, - - -	20 51	Traveller's Repose, - -	7 25
Nineveh, - - -	19 74	Rixeyville, - - -	2 43	Trout Run, - - -	11 05
Noland's Ferry, - - -	9 88	Robertson's Store, - - -	2 32	Twyman's Store, - - -	2 34
Norfolk, - - -	5,682 47	Rock Mills, - - -	5 33	Tye River Mills, - - -	23 10
North End, - - -	36 75	Rock Spring, - - -	33 09	Tye River Warehouse, -	25 55
North River Meeting-house, -	4 72	Rocky Mount, - - -	137 22	Union, - - -	31 17
North River Mills, - - -	25 48	Romney, - - -	189 18	Union, M. county, - - -	225 95
Northumberland Court-house, -	123 84	Rose Hill, - - -	3 38	Union Hall, - - -	17 26
Northwest River Bridge, -	12 44	Rose Mills, - - -	27 61	Union Mills, - - -	72 54
Nottoway Court-house, -	61 96	Roseville, - - -	50 92	University, - - -	365 70
Nuttsville, - - -	60 69	Rough Creek Church, -	25 92	Upperville, - - -	119 71
Oak Flat, - - -	6 94	Rumford Academy, - -	11 28	Urbana, - - -	96 20
Oak Grove, - - -	41 60	St. James's Church, - -	6 45	Urquhart's Store, - - -	15 45
Oak Hill, - - -	56 40	St. Tammany's, - - -	27 26	Variety Mills, - - -	37 81
Oakland, - - -	44	Salem, B. county, - - -	91 27	Verdon, - - -	2 44
Oakville, - - -	72 88	Salem, F. county, - - -	43 14	Vieilleboro', - - -	55 08
Oakland Mills, - - -	13 15	Samford's, - - -	1 18	Vineyard, - - -	24 77
Occoquan, - - -	47 31	Sandy Hook, - - -	14 04	Walkertown, - - -	41 29
Office Tavern, - - -	25 20	Schultz's Range, - - -	8 75	Walnut Branch, - - -	11 16
Offutt's Store, - - -	7 16	Scottsburg, - - -	2 37	Walnut Grove, - - -	28 72
Old Point Comfort, - - -	1,101 00	Scottsville, - - -	56 87	Warminster, - - -	52 71
Onancock, - - -	7 25	Scottsville, P. county, -	159 89	Warren, - - -	56 77
Orange Court-house, - -	313 17	Seven Mile Ford, - - -	47 96	Warrenton, - - -	377 15
Orange Springs, - - -	47 99	Shackleford's, - - -	43 10	Washington, - - -	56 35
Orleans, - - -	10 25	Shady Grove, - - -	14 56	Waterford, - - -	101 66
Otter Bridge, - - -	29 37	Shannon Hill, - - -	17 48	Watkins's Store, - - -	45 73
Overall's, - - -	11 90	Shaw's Bridge, - - -	11 03	Watkinsville, - - -	2 97
Oxford, - - -	8 28	Shepherdstown, - - -	291 66	Wattsboro', - - -	25 66
Paddytown, - - -	24 74	Sherrard's Store, - - -	39 47	Waynesboro', - - -	117 71
Paineville, - - -	43 70	Shinnon, - - -	9 94	Wellsburg, - - -	220 79
Parham's Store, - - -	76 65	Short Pump, - - -	14 20	West Liberty, - - -	80 85
Paris, - - -	59 84	Shrewsbury, - - -	32 18	Westmoreland Court-house, -	99 69
Parkersburg, - - -	122 97	Simpson's, - - -	6 42	Weston, - - -	40 15
Patrick Court-house, - -	25 24	Sisterville, - - -	35 87	West Union, - - -	3 11
Pattonsburg, - - -	117 04	Slate Mills, - - -	24 61	Wheeler's Springs, - -	5 09
Pedlar's Mills, - - -	57 30	Smithfield, - - -	243 74	Wheeling, - - -	975 43
Pendleton Court-house, -	70 47	Smith's Store, - - -	8 91	White Chimneys, - - -	91 48
Pennsborough, - - -	17 41	Snapsville, - - -	2 37	White Day, - - -	4 38
Penn's Store, - - -	56 46	Snicksville, - - -	54 08	White Hall, - - -	25 82
Percival's, - - -	228 45	Somerton, - - -	17 73	White Plains, B. county, -	56 83
Petersburg, - - -	5,393 53	Somerville, - - -	24 97	White Plains, O. county, -	7 09
Peterstown, - - -	14 63	South Hill, - - -	16 29	White Post, - - -	41 66
Philomont, - - -	5 38	South Quay, - - -	19 21	White Sulphur Springs, -	83 05
Piping Tree, - - -	41 65	Spanish Grove, - - -	14 23	Wicomico Church, - - -	32 69
Pittsylvania Court-house, -	132 45	Spottedville, - - -	12 55	Wilderness, - - -	42 11
Pleasant Grove, - - -	12 10	Spring Creek, - - -	3 86	Wilkinsonville, - - -	11 49
Pleasant Hill, - - -	8 42	Springfield, - - -	46 44	Williamsburgh, - - -	372 43
Pleasant Valley, - - -	44 62	Spring Garden, - - -	5 85	Wilmington, - - -	95 63
Plough and Harrow, - -	50 38	Stafford Court-house, -	86 18	Wilsonville, - - -	4 70
Poindexter's Store, - -	23 44	Stannardsville, - - -	44 08	Winchester, - - -	1,335 21
Point Pleasant, - - -	109 47	Staunton, - - -	888 27	Winn's Tavern, - - -	21 51
Pooley's Mills, - - -	11 77	Steele's Tavern, - - -	2 97	Woodpecker's Level, - -	5 42
Poplar Grove, - - -	13 84	Stevensburg, - - -	103 55	Woodstock, - - -	196 68
Port Conway, - - -	25 78	Stevensville, - - -	40 83	Woodville, C. county, -	65 04
Port Republic, - - -	40 21	Stoney Creek, - - -	21 66	Woodville, K. county, -	9 89
Port Royal, - - -	161 63	Stoney Fork, - - -	7 93	Wylliesburgh, - - -	41 32
Portsmouth, - - -	457 90	Stoney Point, - - -	12 38	Wycoming, - - -	2 47
Porttreville, - - -	29 95	Strasburg, - - -	61 79	Wythe Court-house, - - -	334 40
Powell's Tavern, - - -	17 50	Sturgisville, - - -	19 91	Yancey's Mills, - - -	32 07
Price's Tavern, - - -	3 24	Sublett's Tavern, - - -	22 48	Yorktown, - - -	60 69
Prince Edward Court-house, -	416 27	Suffolk, - - -	373 62		
Princess Ann Court-house, -	24 10	Surry Court-house, - -	99 23		

Total of Virginia, \$71,536 76

NORTH CAROLINA.

Albertson's, - - -	\$5 58	Bath, - - -	\$37 56	Boyle's Store, - - -	\$11 56
Albright's, - - -	46 83	Bay River, - - -	2 76	Bradley's Store, - - -	2 09
Alexandria, - - -	31 87	Beard's Store, - - -	45 92	Brier Creek, - - -	5 32
Alfordsville, - - -	12 95	Beattie's Ford, - - -	105 07	Britton's Store, - - -	54 58
Allemagne, - - -	25 31	Beatty's Bridge, - - -	15 19	Brown's Store, - - -	68 83
Allen's Store, - - -	1 61	Beaufort, - - -	129 51	Brownsville, - - -	42 27
Allentown, - - -	27 89	Belford, - - -	10 19	Brumel's, - - -	3 61
Anderson's Store, - -	33 84	Bensboro', - - -	54 35	Bryan's Hill, - - -	58
Asheboro', - - -	61 23	Bethania, - - -	27 00	Bryan's Cross Roads, -	31 35
Avertsboro', - - -	5 04	Bethany Church, - - -	39 90	Buckhorn Falls, - - -	29 01
Avery'sboro', - - -	82 69	Bogle's, - - -	72	Buffalo, - - -	6 63
Baird's Forge, - - -	8 28	Bolivar, - - -	7 47	Buffalo Shoals, - - -	5 63
Ballard's Bridge, - -	40 54	Bower's Store, - - -	5 72	Camden Court-house, -	26 85

NORTH CAROLINA—Continued.

Cane Creek, -	\$2 98	John's River, -	\$0 42	Ransom's Bridge, -	\$37 84
Carterstown (or Store,) -	1 90	Jonesville, -	18 11	Rawlingsburg, -	36 91
Carthage, -	96 58	Jordsansville, -	18 97	Red House, -	35 10
Caswell Court-house, -	77 58	Kenansville, -	75 95	Red Mountain, -	18 89
Cedar Grove, -	13 42	Kendall's Store, -	8 92	Reid's Store, -	23 08
Centre, -	10 90	Kinston, -	150 31	Richland's, -	11 53
Chapel Hill, -	403 64	Kirkville, -	6 23	Rockfish, -	37 71
Charlotte, -	414 02	La Grange, -	10 36	Rockford, -	18 19
Chestnut Ridge, -	2 17	Lake Landing, -	64 60	Rockingham, -	140 76
China Grove, -	10 24	Lanesboro', -	15 06	Rock Rest, -	2 23
Chisholm's Store, -	24 37	Laurel Hill, -	83 08	Rock River, -	1 24
Clark's Store, -	65 87	Lawrenceville, -	69 64	Rocky Mount, -	40 22
Clemmonsville, -	15 44	Leaksville, -	55 68	Rocky Springs, -	17 98
Clinton, -	140 52	Leasburgh, -	56 73	Rogersville, -	3 10
Clover Garden, -	29 03	Lemay's Cross Roads, -	30 45	Role's Store, -	54 41
Coburn's Store, -	7 40	Lenox Castle, -	14 90	Roseneath, -	7 70
Cochrane's Store, -	5 05	Lexington, -	142 06	Roxborough, -	73 43
Colerain, -	66 27	Liberty Hill, -	12 60	Rutherfordon, -	111 47
Columbia, -	48 98	Lincolnton, -	202 79	Salem, -	146 95
Comfort, -	46	Lindley's Store, -	14 28	Salisbury, -	492 71
Concord, -	165 81	Littleton, -	31 45	Sandy Grove, -	8 33
Cool Spring, -	28 28	Log-house Landing, -	11 67	Scotland Neck, -	161 03
Council's Store, -	5 08	Long's Mills, -	13 73	Scul Camp, -	7 75
Cowan's Store, -	21 57	Longtown, -	1 08	Settle's Store, -	4 81
Cowper Hill, -	7 42	Louisburgh, -	429 71	Sherrill's Ford, -	7 50
Cox's Bridge, -	9 92	Lower Creek, -	2 52	Shiloh, -	6 69
Cox's Store, -	38 24	Lumberton, -	161 48	Sloansville, -	5 13
Cross Roads, -	1 96	Lynesville, -	45 45	Smithfield, -	152 49
Cunningham's Store, -	27 03	McMurray's Store, -	15 11	Smith's Store, -	5 94
Curlin's Tavern (or Cross Roads,) -	2 40	McNeill's Store, -	2 65	Smithville, -	222 71
Currituck Court-house, -	7 76	Marsh's Store, -	4 07	Sneedsborough, -	10 27
Dancey's Store, -	31 12	Martin's Store, -	13 57	Snow Hill, -	12 13
Dillonville, -	18 77	Martinsville, -	31 01	Spring Bank, -	29 48
Dobson's Cross Roads, -	23 01	Mason Hall, -	62 47	Spring Garden, -	5 23
Dockery's Store, -	2 17	Maxwell's Store, -	17 65	Spring Grove, -	43 54
Dorsetville, -	30 49	Maybin's Store, -	2 57	Spring Hill, -	27 23
Edenton, -	955 40	Mayo, -	7 41	Stantonsburg, -	113 05
Elizabeth City, -	532 80	Mechanic's Hill, -	19 41	Statesville, -	105 01
Elizabethtown, -	177 58	Meltonville, -	43 73	Steele's Mills, -	37 43
Ellisville, -	17 13	Mercerville, -	59	Stewartsville, -	61
Enfield, -	67 91	Merry Hill, -	30 16	Stony Creek, -	6
Erwinsville, -	12 21	Milton, -	295 27	Stony Point, -	97
Fair Bluff, -	3 46	Mocksville, -	77 73	Stowesville, -	13 02
Falstown, -	10 81	Moffitt's Mills, -	18 33	Summerfield, -	21 94
Fawcett's Store, -	18 33	Montpelier, -	14 96	Sunbury, -	26 92
Fayetteville, -	2,111 71	Mooreboro', -	11 57	Swanano, -	6 04
Findleysville, -	19 79	Mooring's Cross Roads, -	15 34	Swansborough, -	23 41
Fish Dam, -	22 33	Morgan's Store, -	17 84	Swift Creek Bridge, -	3 50
Fort Defiance, -	22 17	Morgantown, -	136 27	Sycamore Alley, -	29 20
Franklin, -	27 07	Morrison's Tanyard, -	23 95	Tarborough, -	518 69
French's Mills, -	22 22	Morris's Store, -	13 03	Trent Bridge, -	9 47
Fullwood's Store, -	5 89	Morven, -	52 65	Trenton, -	52 75
Fulton, -	6 56	Mountain Creek, -	9 95	Troublesome Iron Works, -	16 67
Gates Court-house, -	31 47	Mount Airy, -	26 65	Troy's Store, -	2 65
Gee's Store, -	16 12	Mount Mourne, -	29 60	Tul's Creek, -	2 54
Germantown, -	63 35	Mount Pisgah, -	1 80	Turner's Cross Roads, -	52 39
Germantown, H. county, -	15 99	Mount Pleasant, -	34 35	Tyson's, -	24 58
Glasgow's Store, -	10 68	Mount Prospect, -	35 34	Underwood's Store, -	2 55
Graham's Bridge, -	15 00	Mount Tirzah, -	6 43	Vanhook's Store, -	4 32
Gravelly Hill, -	24	Mount Vernon, -	13 88	Waddle's Ferry, -	4 81
Greensboro', -	224 63	Murfreesboro', -	401 63	Wadesborough, -	284 97
Greenville, -	212 24	Murrys ville, -	24 97	Wake Forest, -	18 04
Grove Hill, -	9 33	Nashville, -	117 03	Walnut Grove, -	13 81
Halifax, -	398 27	Newbern, -	1,492 21	Warm Springs, -	31 45
Hallsville, -	14 29	New Garden, -	27 76	Warrentown, -	713 01
Hamilton, -	25 97	New Gilead, -	2 55	Washington, -	973 97
Hamptonville, -	27 09	New Lebanon, -	17 73	Waynesborough, -	159 03
Haw River, -	36 18	New Salem, -	16 36	Webb's, -	14 47
Hayesville, -	26 30	Northampton Court-house, -	65 75	Weldon, -	19 81
Haywood, -	15 73	Norwood, -	3 29	Wentworth, -	74 08
Haywood Court-house, -	46 74	Oak Grove, -	2 30	Westbrook, -	31 53
Health Seat, -	6 43	Oakville, -	3 81	West Castle, -	43
Hemphill's Store, -	9 68	Old Fort, -	5 70	Whitehall, -	39 54
Hertford, -	107 60	Onslow Court-house, -	38 98	White Oak, -	21 21
Hickory Mountain, -	1 55	Oxford, -	412 19	Whitesville, -	67 64
High Rock, -	53 39	Palmyra, -	48 30	Whitlock's Cross Roads, -	4 23
Hilliardstown, -	42 89	Pantego, -	1 69	Whittdesville, -	2 74
Hillsboro', -	624 67	Panther Creek, -	13 28	Wilfong's Mills, -	12 56
Hill's Bridge, -	18 46	Paynesville, -	5 95	Wilkesborough, -	153 04
Hill's Store, -	14 47	Peacock's Store, -	6 18	Williamsborough, -	177 43
Hokesville, -	13 26	Peeble's Tavern, -	28 70	Williamsburg, -	14 93
Holt's Store, -	51	Philadelphus, -	25 21	Williamston, -	111 04
Hookertown, -	27 81	Phillips's Store, -	20 76	Williamsville, -	30 05
Houston, -	22 01	Pitch Landing, -	81 94	Wilmington, -	3,022 87
Houstonville, -	19 39	Pittsborough, -	191 49	Wilsonville, -	27
Hoyleville, -	14 53	Pleasant Gardens, -	14 48	Wilton, -	17 50
Hudson, -	3 23	Pleasant Grove, -	23 10	Windsor, -	223 16
Huntersville, -	11 41	Plymouth, -	428 42	Winton, -	73 22
Hunt's Store, -	6 24	Prince's Bridge, -	6 41	Woodville, -	31 06
Huntsville, -	63 79	Prospect Hill, -	13 06	Wrightsville, -	61 85
Hyde Park, -	56 30	Providence, -	22 00	Young's Store, -	32 81
Indiantown, -	10 19	Queensdale, -	5 12		
Jamestown, -	74 44	Raleigh, -	2,159 93	Total of North Carolina, -	\$27,571 81
Jefferson, -	37 21	Randallville, -	32 97		

SOUTH CAROLINA.

Abbeville Court-house, -	\$337 16	Godfrey's Ferry, -	\$15 10	Penn Branch, -	\$0 13
Adamsville, -	60 35	Golden Grove, -	15 75	Pendleton Court-house, -	448 60
Andersonville, -	31 63	Goshen Hill, -	46 46	Pickensville, -	16 56
Bachelor's Retreat, -	21 77	Govdewy's Store, -	20 70	Pickett's Valley, -	4 26
Barnwell Court-house, -	262 68	Gowensville, -	8 43	Pine Hill, -	29 04
Beaufort, -	604 86	Greenville Court-house, -	345 39	Pineville, -	282 82
Beckhamville, -	51 42	Greenwood, -	38 80	Pleasant Grove, -	10 66
Belair, -	29 89	Hamburg, -	567 20	Pleasant Hill, -	15 14
Bennettsville, -	48 04	Hancockville, -	59 30	Pocotaligo, -	162 47
Bishopville, -	37 41	Harleesville, -	41 91	Poolesville, -	21 81
Blackstock's, -	24 39	Harmony, -	7 41	Poplar Grove, -	28 88
Blairsville, -	24 41	Harrisburg, -	34 82	Pressly's, -	28 89
Boon's Ford, -	31	Heape's Cross Roads, -	2 57	Queensborough, -	17 11
Bradleyville, -	32 59	Hickory Hill, -	44 16	Red Hill, -	29 00
Brattonsville, -	32 61	Hogg's Store, -	22 73	Reddy Fork, -	41
Broom's, -	12 11	Hopewell, -	8 14	Reidtown, -	34 42
Brownsville, -	95 20	Houstonville, -	3 83	Richardson's Tavern, -	82 66
Buckhead, -	26 37	Huntington, -	33 40	Ridge, -	41 01
Buford's Bridge, -	16 22	Huntsville, -	33 64	Robertsville, -	170 44
Calhoun's Mills, -	100 83	Indian Fields, -	8 49	Rock Mills, -	19 63
Cambridge, -	182 02	Indiantown, -	32 92	Rock Spring, -	8 09
Camden, -	1,677 58	Jacksonborough, -	110 28	Rocky Mount, -	9 64
Campbell's Mills, -	54 80	Jackson's Grove, -	6 71	Rogersville, -	5 84
Cane Creek, -	11	King Creek, -	39 01	Salem, -	23 67
Cashville, -	22 12	Kingstree, -	92 97	Sandover, -	43 28
Cedar Grove, -	8 46	Lancaster, -	249 15	Sandton, -	16 26
Cedar Shoals, -	23 80	Landsford, -	54 81	Shady Grove, -	27 64
Cedar Spring, -	34	Laurens Court-house, -	183 03	Shallow Ford, -	1 98
Centreville, -	3 66	Leesville, -	60 67	Sherburne, -	74 90
Charleston, -	24,534 38	Lewisville, -	23 89	Smithford, -	2 65
Cheraw, -	1,485 08	Lexington Court-house, -	87 90	Smith's Store, -	23 24
Chester Court-house, -	438 76	Liberty Hill, -	40 87	Society Hill, -	269 68
Chesterfield Court-house, -	74 81	Lickville, -	11 14	Spartanburg, -	205 75
China Grove, -	31 53	Little River, -	6 68	Spring Grove, -	15 91
Church Hill, -	58 87	Lodimont, -	47 15	Springville, -	11 82
Coates's Tavern, -	12 25	Longmire's Store, -	68 94	Stablesburg, -	414 49
Cochranville, -	1 17	Lower Three Runs, -	97 96	Stonesville, -	15 72
Collins's Cross Roads, -	23 65	Lowry's Mills, -	27 25	Stony Point, -	20 52
Columbia, -	5,454 56	McCann's Store, -	7 90	Sumpterville, -	383 40
Conwayborough, -	9 18	McDanielsville, -	11 62	Taxahaw, -	20 35
Cool Spring, -	12 44	Manchester, -	123 71	Taylorsville, -	23 59
Coosawhatchie, -	340 84	Marion Court-house, -	166 79	Temple of Health, -	20 91
Countsville, -	17 53	Marlborough Court-house, -	38 09	Terrysville, -	19 74
Cowper's Furnace, -	1 58	Marr's Bluff, -	83 12	Thompson's, -	17 09
Cripple Creek, -	1 90	Maybinton, -	4 62	Thompson's Tan Yard, -	4 85
Cross Anchor, -	24 82	Meansville, -	27 14	Thompsonville, -	28 38
Cross Keys, -	31 44	Meeting Street, -	1 71	Toxaway, -	1 23
Cross Roads, -	6 48	Merritsville, -	10 21	Traveller's Rest, -	7 08
Crowder's Creek, -	8 95	Middlebrook, -	3 97	Tullyton, -	11 81
Darlington Court-house, -	583 23	Milford, -	16 79	Union Court-house, -	270 88
Deadfall, -	35 35	Milton, -	70 42	Varences, -	59 03
Dorchester, -	19 89	Moffit's Mills, -	9 04	Walker's, -	20 69
Double Branches, -	85	Monticello, -	56 93	Walnut Grove, -	10 09
Douthet, -	26	Mountain Shoals, -	14 64	Walterborough, -	204 00
Duck Branch, -	32 25	Mount Ariel, -	38 90	Waterloo, -	43 29
Duncanville, -	23 20	Mount Clio, -	13 61	Waxhaw, -	15 54
Duntonsville, -	45 64	Mount Elon, -	16 79	Webb's Store, -	20 16
Duplin Old Court-house, -	13 56	Mount Galagher, -	3 56	Whitehall, -	94 53
Earle's Store, -	6 04	Mount Pleasant, -	70 64	Whitesville, -	7 46
Eatatoe, -	1 04	Mount Vintage, -	54 15	Willington, -	50 42
Ebenezer Academy, -	53 49	Mount Willing, -	9 21	Willow Grove, -	12 26
Edgefield Court-house, -	535 92	Newberry Court-house, -	383 43	Winnabourgh, -	340 16
Fairview, -	7 01	New Hope, -	12 19	Woodlawn, -	14 31
Flat Rock, -	3 62	Oak Grove, -	5 99	Woodruff, -	36 50
Fork Shoals, -	20 41	Oakingham, -	4 67	Yonguesville, -	37 76
Four Mile Branch, -	21 46	Orangeburgh, -	511 34	York Court-house, -	319 76
Fulton, -	176 63	Orville, -	14 95	Young's Store, -	28 46
Georgetown, -	1,652 14	Pagesville, -	9 21		
Gladden's Grove, -	37 46	Parker's Ferry, -	14 25		
Godfrey Savannah, -	8 73	Parks's Store, -	15 51		
				Total of South Carolina, -	\$46,402 00

GEORGIA.

Alford's Store, -	\$5 16	Butler's, -	\$12 94	Crawfordsville, -	\$31 73
Amandaville, -	13 71	Butts Court-house, -	19 62	Creek Agency, -	137 40
Ashley's Mills, -	12 97	Byrom's, -	7 46	Culbreath's, -	7 37
Athens, -	736 37	Byron, -	4 30	Culloden's, -	60 71
Augusta, -	10,493 26	Bysonville, -	70	Damburgh, -	15 54
Baggs's, -	4 08	Carmel, Cherokee Nation, -	10 43	Danielsville, -	74 58
Bainbridge, -	14 67	Carnesville, -	189 44	Dansby's, -	9 27
Bascomb, -	6 02	Centreville, -	34 67	Darby's, -	28 79
Bear Gap, -	9 65	Chesnut Hill, -	14 62	Darien, -	938 11
Beman's Store, -	16 07	Choice's Store, -	12 50	Decatur, -	284 04
Bethlehem, -	65 09	Clarksville, -	123 16	Decatur Court-house, -	54 99
Bethsida, -	27 45	Clinton, -	788 02	Devereaux's Store, -	15 03
Birdsville, -	59 49	Clopton's Mills, -	10 26	Double Branches, -	28 45
Blountsville, -	89 30	Columbia Court-house, -	119 47	Dublin, -	195 39
Bowling Green, -	38 37	Cook's Law Office, -	36 44	Eagle, -	2 43
Buckhead, -	100 91	Cooper's Bridge, -	22 13	Early Court-house, -	23 16
Bushville, -	33 41	Copeland, -	16 69	Eatonton, -	444 80
	24 95	Covington, -	340 77	Echocconno, -	21 96

GEORGIA—Continued.

Elberton, - - -	\$194 76	Lombardy, - - -	\$27 77	Salem, - - -	\$73 82
Eubank, - - -	10 76	Loughbridge's, - - -	7 44	Sandersville, - - -	235 31
Fairfield, - - -	21 88	Louisville, - - -	237 47	Sanford and Lumsdon's store, - - -	40 23
Fayetteville, - - -	191 70	McClellansville, - - -	53 79	Savannah, - - -	10,871 41
Penn's Bridge, - - -	52 58	McEntire's, - - -	21 09	Shady Grove, - - -	42 77
Forsyth, - - -	363 97	Macon, - - -	1,665 12	Shiver's Mills, - - -	24 68
Fort Gaines, - - -	80 03	Madison, - - -	618 64	Shoals of Ogeechee, - - -	40 27
Fort Valley, - - -	4 11	Madison Springs, - - -	15 25	Skull Shoal, - - -	29 47
Fortville, - - -	73 62	Malloy'sville, - - -	77 54	Social Circle, - - -	16 89
Frederica, - - -	145 49	Mattox's, - - -	3 72	Sparta, - - -	507 75
Freeman's Store, - - -	22 82	Milledgeville, - - -	2,240 45	Spring Hill, - - -	6 88
Gainesville, - - -	157 38	Mill Haven, - - -	56 55	Spring Place, Cherokee Nation, - - -	13 92
Goosepond, - - -	44 31	Monroe, - - -	298 97	Stalling's Store, - - -	93 68
Goshen, - - -	50 27	Monticello, - - -	800 11	Standing Peach Tree, - - -	4 34
Grantsville, - - -	32 09	Mount Horeb, - - -	16 55	Stanford's Cross Roads, - - -	44 04
Greensboro', - - -	696 59	Mount Pleasant, - - -	1 90	Statesboro', - - -	27 0+
Harmony Grove, - - -	4 55	Mount Vernon, - - -	36 37	Storey's Mills, - - -	7 45
Hartford, - - -	143 09	Mount Zion, - - -	96 46	Sunbury, - - -	127 36
Henry Court-house, - - -	265 52	Mullensford, - - -	3 27	Swainsboro', - - -	21 63
Hickory Grove, - - -	11 19	Nancoochie, - - -	4 46	Sweet Water, - - -	2 24
High Tower, - - -	8	New Hope, - - -	35 80	Tarver's Mills, - - -	56 19
Hillsboro', - - -	243 20	Oak Grove, - - -	18 34	Tarver's Store, - - -	137 91
Hollingsworth's Farm, - - -	10 22	Oak Hill, - - -	3 24	Tuckersville, - - -	77 47
Hurricane Shoals, - - -	20 31	Perry, - - -	37 31	Upson Court-house, - - -	164 28
Jacksonboro', - - -	150 06	Perry's Mills, - - -	43 09	Wall's Old Fort, - - -	16 84
Jacksonville, - - -	58 67	Petersburgh, - - -	103 17	Warrenton, - - -	334 13
Jefferson, - - -	85 63	Pindertown, - - -	11 62	Washington, - - -	696 29
Jefferson, I. county, - - -	152 43	Pittsburgh, - - -	1 24	Watkinsville, - - -	160 93
Kelloggsville (or Store,) - - -	8 67	Pleasant Grove, - - -	17 22	Watson's Store, - - -	94 24
Kingston, - - -	41 65	Powelson, - - -	172 78	Waynesboro', - - -	399 81
Knoxville, - - -	56 47	Ramali, - - -	19 22	Waynesville, - - -	46 18
Larkintown, - - -	78	Riceboro', - - -	290 06	Willoughby, - - -	29 65
Lawrenceville, - - -	279 17	Rives's, - - -	4 63	Winn's, - - -	13 38
Leakesville, - - -	55 68	Rockville, - - -	13 56	Wright'sboro', - - -	99 92
Lebanon, - - -	18 64	Rossville, Cherokee Nation, - - -	28 84	Zebulon, - - -	117 69
Lexington, - - -	477 39	Ruckersville, - - -	50 16		
Liberty Hall, - - -	9 96	Saint Mary's, - - -	426 38		
Lincolnton, - - -	105 35			Total of Georgia, - - -	\$42,524 24

OHIO.

Abbott's, - - -	50 19	Brookfield, - - -	\$39 19	Crook's Mills, - - -	\$28 41
Achor, - - -	5 34	Brownfield, - - -	89	Cynthiana, - - -	46
Adelphi, - - -	44 36	Brownhelm, - - -	29 01	Dalton, - - -	39 75
Akron, - - -	66 18	Brown's Mills, - - -	8 73	Damascus, - - -	1 49
Alexander, - - -	8 34	Brunswick, - - -	26 46	Danville, - - -	13 42
Amanda, - - -	50	Burlington, - - -	50 39	Darby Creek, - - -	14 94
Amesville, - - -	17 22	Burton, - - -	51 20	Darbyville, - - -	11 91
Andover, - - -	21 18	Bucyrus, - - -	46 21	Darling's, - - -	4 34
Annapolis, - - -	42 61	Cadiz, - - -	152 28	Dartown, - - -	13 84
Ashland, - - -	45 23	Caldersburgh, - - -	3 40	Dayton, - - -	456 89
Ashtabula, - - -	161 58	Cambridge, - - -	148 48	Decatur, - - -	34 71
Athens, - - -	196 41	Canaan, - - -	5 65	Deerfield, - - -	15 51
Atwater, - - -	26 36	Canfield, - - -	86 69	Defiance, - - -	28 54
Auburn, - - -	7 32	Canton, - - -	292 79	Delaware, - - -	183 32
Aurora, - - -	53 09	Captina Creek, - - -	19 75	Dick's Mills, - - -	43 06
Austinburgh, - - -	46 31	Carlisle, - - -	4 89	Douglass, - - -	48
Bainbridge, - - -	101 73	Centreville, C. county, - - -	39 32	Dover Court-house, - - -	19 70
Baker's Mills, - - -	9 77	Centreville, M. county, - - -	54 72	Dover, T. county, - - -	26 74
Barnesville, - - -	170 64	Chagrin River, - - -	114 03	Dresden, - - -	56 83
Batavia, - - -	60 68	Chardon, - - -	62 54	Dublin, - - -	12 96
Bath, - - -	23 64	Charlestown, - - -	12 71	Duff's Forks, - - -	25 69
Bazetta, - - -	6 04	Chenoweth's, - - -	98	Eaton, - - -	106 33
Beallville, - - -	10 14	Cheshire, - - -	94	Eden, - - -	5 62
Bedford, - - -	26 90	Chester, - - -	59 14	Edinburgh, - - -	10 49
Bell Brook, - - -	32 36	Chester Cross Roads, - - -	2 14	Edwardsville, - - -	3 99
Bellefontaine, - - -	65 43	Cheviot, - - -	11 87	Elldridge, - - -	14 66
Belleville, - - -	8 68	Chillicothe, - - -	1,509 59	Elizabethtown, - - -	20 63
Belmont, - - -	21 69	Chilo, - - -	7 44	Ellsworth, - - -	34 76
Belpre, - - -	37 59	Chippewa, - - -	12 32	Elyria, - - -	76 22
Bennington, - - -	9 17	Cincinnati, - - -	6,542 18	Euclid, - - -	43 00
Berkshire, - - -	43 07	Circleville, - - -	238 34	Fairfield, C. county, - - -	5 81
Berlin, - - -	8 96	Claridon, G. county, - - -	11 80	Fairfield, G. county, - - -	30 35
Bethel, - - -	48 71	Claridon, M. county, - - -	4 04	Fairport, - - -	30 79
Big Prairie, - - -	6 60	Clark's Farm, - - -	3 31	Farmington, - - -	30 49
Bissell's, - - -	62	Clarksville, - - -	22 69	Feestown, - - -	26 50
Black River, - - -	33 66	Clear Fork, - - -	3 59	Florence, - - -	41 78
Blendon, - - -	16 70	Cleveland, - - -	671 05	Flushing, - - -	43 33
Bloom, - - -	6 93	Cleves, - - -	26 54	Fort Ball, - - -	40 27
Bloomfield, J. county, - - -	10 74	Clinton, - - -	2 93	Fort Findley, - - -	5 03
Bloomfield, P. county, - - -	33 09	Coleraine, - - -	5 55	Fort Seneca, - - -	11 45
Bloomfield, T. county, - - -	33 57	Columbiana, - - -	27 12	Foulkestown, - - -	28 29
Bloomington, - - -	34 18	Columbus, - - -	949 64	Four Corners, - - -	10 73
Bloomingtonville, - - -	10 31	Concord, - - -	11 58	Fowler, - - -	6 90
Boardman, - - -	24 08	Conneaut, - - -	116 10	Franklin, - - -	85 21
Braceville, - - -	17 55	Coolville, - - -	22 03	Franklin Mills, - - -	67 39
Brandywine Mills, - - -	43 70	Copopa, - - -	11 21	Franklinton, - - -	6 76
Bridgeport, - - -	53 65	Coshocton, - - -	107 47	Fredericksburgh, - - -	55
Brighton, - - -	8 90	Courtwright's, - - -	20 83	Fredericktown, - - -	60 86
Bristol, - - -	5 43	Cox's Cross Roads, - - -	1 75	Freedom, - - -	96
Bristolville, - - -	19 34			Freeport, - - -	37 38

OHIO—Continued.

French Grant, - - -	\$25 60	Lowes, - - -	\$0 90	Perrysburg, - - -	\$46 99
Galion, - - -	9 59	Lyme, - - -	26 56	Perryville, - - -	12 91
Gallipolis, - - -	217 23	McArthurstown, - - -	6 41	Peru, - - -	45 81
Gamble's Mills, - - -	1 00	McConnellsville, - - -	76 84	Petersburg, - - -	67 69
Garwood's Mills, - - -	3 24	McCullough's, - - -	17 18	Philanthropy, - - -	18 35
Gassaway's Mills, - - -	5 76	McDonald's, - - -	26 89	Phillipsburg, - - -	5 24
Genoa, - - -	17 13	Madison, G. county, - - -	52 72	Pierpont, - - -	13 03
Georgetown, - - -	11 95	Madison, H. county, - - -	28 06	Piketown, - - -	91 33
Germano, - - -	45 06	Malaga, - - -	6 88	Piqua, - - -	131 99
Germantown, - - -	1 72	Manchester, - - -	29 65	Plain, - - -	1 33
Gnadenhutten, - - -	102 01	Mansfield, - - -	213 94	Plainfield, - - -	10 46
Goshen, - - -	20 94	Mantua, - - -	56 07	Plymouth, - - -	21 35
Grafton, - - -	14 86	Margaretta, - - -	2 42	Point Harmar, - - -	58 39
Graham's Station, - - -	17 79	Marietta, - - -	309 50	Point Pleasant, - - -	50 70
Granville, - - -	12 35	Marion, - - -	101 30	Poland, - - -	73 76
Grassy Point, - - -	150 07	Marshallville, - - -	89	Porter, - - -	32 20
Gratis, - - -	14	Martinsburg, - - -	32 42	Portsmouth, - - -	192 91
Green Creek, - - -	13 09	Marysville, - - -	15 57	Preston, - - -	12 87
Greenfield, - - -	5 49	Maumee, - - -	50 78	Princeton, - - -	9 33
Greensburgh, - - -	70 37	Mecca, - - -	5 57	Putnam, - - -	127 49
Greentown, - - -	5 83	Mechanicsburg, - - -	53 75	Randolph, - - -	18 72
Greenville, - - -	28	Medina Court-house, - - -	48 14	Ravenna, - - -	80 65
Grissell's, - - -	45 38	Meigsville, - - -	11 62	Reading, - - -	35 86
Guilford, - - -	20 23	Melmore, - - -	14 18	Regnier's Mills, - - -	7 17
Gustavus, - - -	11 93	Mentor, - - -	27 10	Reily, - - -	3 71
Hampden, - - -	14 45	Mesopotamia, - - -	15 74	Richards's, - - -	1 20
Hamilton, - - -	4 41	Miami, - - -	19 11	Richfield, - - -	26 59
Hanover, - - -	245 57	Miamisburg, - - -	49 64	Richmond, B. county, - - -	31 43
Hardin, - - -	13 09	Middleburg, - - -	140 09	Richmond, J. county, - - -	28 30
Harpersfield, - - -	5 61	Middlefield, - - -	4 65	Ridgeville, C. county, - - -	28 16
Harrison, - - -	48 07	Middletown, - - -	111 82	Ridgeville, W. county, - - -	16 72
Harrisville, - - -	37 30	Milan, - - -	138 81	Ripley, - - -	98 56
Hartford, - - -	46 76	Miles's Cross Roads, - - -	3 53	Rochester, - - -	17 37
Haye's Cross Roads, - - -	15 68	Milford, C. county, - - -	49 26	Rockport, - - -	16 65
Helen, - - -	26 33	Milford, U. county, - - -	20 87	Rockwell's, - - -	13 26
Hillsboro', - - -	65	Millersburg, - - -	66 70	Rome, - - -	12 30
Hiram, - - -	57 34	Millisford, - - -	56	Rootstown, - - -	11 67
Hopkinsville, - - -	199 53	Millville, - - -	25 89	Roseman's, - - -	89 44
Hubbard, - - -	7 86	Milton, M. county, - - -	18 91	Ross Township, - - -	7 24
Hudson, - - -	22 34	Milton, T. county, - - -	18 93	Rossville, - - -	59 68
Huntsburgh, - - -	23 87	Monroe, B. county, - - -	19 07	Royalton, - - -	39 82
Huntsville, - - -	9 97	Monroe, C. county, - - -	29 16	Rushville, - - -	198 95
Huron, - - -	29 09	Monroeville, - - -	29 09	Russellville, - - -	8 07
Irville, - - -	63 22	Montgomery, - - -	4 49	Rutland, - - -	22 20
Island Creek, - - -	29 51	Montville, - - -	29 51	Saint Clairsville, - - -	364 73
Jackson Court-house, - - -	29 51	Moore's Salt Works, - - -	11 30	Saint Mary's, - - -	12 38
Jacksonburgh, - - -	11 30	Morgan's, - - -	21 08	Salem, - - -	83 39
Jacksonville, - - -	5 97	Morgan's Settlement, - - -	3 97	Salisbury, - - -	9 09
Jacobsburg, - - -	54 66	Morristown, - - -	5 34	Salt Creek, - - -	10 58
Jamestown, - - -	13 68	Moscow, - - -	15 68	Sandusky City, - - -	196 95
Jefferson, - - -	54	Mount Olive, - - -	3 54	Sandusky Cross Roads, - - -	5 02
Jeromesville, - - -	168 05	Mount Pleasant, - - -	203 78	Sandy Springs, - - -	19 62
Johnsonville, - - -	9 25	Mount Vernon, - - -	203 78	Sandyville, - - -	14 02
Johnstown, - - -	32 11	Mouth of Black River, - - -	9 25	Scipio, - - -	13 57
Jones, - - -	32 11	Nelson, - - -	32 11	Scott, - - -	12 97
Keene, - - -	14 24	Nelsonville, - - -	14 24	Scroggsfield, - - -	1 07
Kelloggsville, - - -	43 34	Neville, - - -	43 34	Seneca, - - -	13 27
Kendal, - - -	249 10	Newark, - - -	249 10	Shalersville, - - -	15 27
Kimble, - - -	25 26	New Athens, - - -	25 26	Shane's Crossings, - - -	10 63
Kingston, - - -	74 97	Newburg, - - -	74 97	Shaneville, - - -	26 07
Kingsville, - - -	18 70	Newbury, - - -	18 70	Sharonville, - - -	7 13
Kinsman, - - -	22 00	Newcomb, - - -	22 00	Shaub's, - - -	5 99
Kirtland Mills, - - -	6 19	Newcomertown, - - -	6 19	Sheffield, - - -	12 08
Knox, - - -	1 76	New Guilford, - - -	1 76	Sherman, - - -	3 56
Knoxville, - - -	11 43	New Hagerstown, - - -	11 43	Sidney, - - -	27 16
Lafayette, - - -	34 85	New Haven, - - -	34 85	Sinking Springs, - - -	50 42
Lake Township, - - -	19 09	New Lexington, - - -	19 09	Smithfield, - - -	73 99
Lancaster, - - -	318 74	New Lisbon, - - -	318 74	Snow Hill, - - -	16 30
Lawrenceville, - - -	10 93	New Lyme, - - -	10 93	Somerset, - - -	250 97
Lebanon, - - -	11 49	New Madison, - - -	11 49	South Charleston, - - -	50 77
Leesburg, - - -	23 35	New Market, - - -	23 35	Southington, - - -	3 77
Leesburg, T. county, - - -	19 62	New Paris, - - -	19 62	Springborough, - - -	62 16
Lenox, - - -	97 56	New Philadelphia, - - -	97 56	Springfield, C. county, - - -	238 71
Le Roy, - - -	13 98	Newport, - - -	13 98	Springfield, H. county, - - -	64 35
Letart Falls, - - -	14 98	New Portage, - - -	14 98	Springfield, P. county, - - -	18 15
Lewis, - - -	67 95	New Richmond, - - -	67 95	Starkey, - - -	5 31
Lewisburg, - - -	5 34	New Rumley, - - -	5 34	Steubenville, - - -	670 06
Lexington, - - -	52 14	Newtown, - - -	52 14	Still Water, - - -	4 53
Liberty, - - -	12 62	Nimisilla, - - -	12 62	Stow, - - -	43 68
Lithopolis, - - -	18 09	Northampton, - - -	18 09	Strongsville, - - -	40 60
Little Beaver Bridge, - - -	11 67	Norton, - - -	11 67	Sunbury, - - -	49 39
Little Hockhocking, - - -	153 41	Norwalk, - - -	153 41	Tallmadge, - - -	63 46
Little Sandusky, - - -	55 19	Oldtown, - - -	55 19	Tarleton, - - -	64 12
Little York, - - -	17 55	Olive, - - -	17 55	Thompson, - - -	17 88
Liverpool, - - -	11 83	Orange, - - -	11 83	Tbournville, - - -	50 49
Logan, - - -	61	Orwell, - - -	61	Tiffin, - - -	39 90
London, - - -	173 73	Oxford, - - -	173 73	Tiro, - - -	2 10
Long Bottom, - - -	387 65	Painesville, - - -	387 65	Trenton, - - -	19 74
Long Run, - - -	45 67	Paintville, - - -	45 67	Troy, - - -	102 82
Loudenville, - - -	16 73	Palmyra, - - -	16 73	Trumbull, - - -	87
Lower Sandusky, - - -	15 85	Paris, - - -	15 85	Truxville, - - -	22 79
	38 84	Parkman, - - -	38 84	Twenty Mile Stand, - - -	16 09
	28 31	Perry, - - -	28 31	Twinsburg, - - -	16 45
				Tymochtee Creek, - - -	56 55

OHIO—Continued.

Union, - - -	\$17 27	Waynesville, - - -	\$104 97	Winchester, - - -	\$17 48
Uniontown, - - -	22 87	Weathersfield, - - -	10 72	Windham, - - -	21 44
Unionville, - - -	93 12	Wellington, - - -	18 89	Windsor, - - -	8 88
Upper Sandusky, - - -	26 30	Wellsville, - - -	22 45	Wolf Creek, - - -	5 19
Urbana, - - -	327 81	West Bedford, - - -	6 75	Woodsfield, - - -	55 05
Utica, - - -	41 29	West Carlisle, - - -	21 84	Wood's Mills, - - -	14 96
Vermilion, - - -	8 29	West Chester, - - -	27 48	Wooster, - - -	299 80
Vernon, - - -	25 88	Western Star, - - -	14 75	Worthington, - - -	129 28
Vicksburg, - - -	1 17	Westfield, - - -	9 95	Wrightsburg, - - -	20 16
Vienna, - - -	19 86	West Liberty, - - -	2 50	Wright's Store, - - -	1 45
Wadsworth, - - -	24 49	West Union, - - -	235 44	Xenia, - - -	270 05
Wakatomica, - - -	3 85	Weymouth, - - -	23 08	Yellow Springs, - - -	25 58
Walnut, - - -	4 54	White Eyes Plains, - - -	8 86	York, - - -	23 42
Walnut Creek, - - -	1 09	Wilkesville, - - -	26 26	Young's Store, - - -	27 01
Warren, - - -	252 94	Williamsburg, - - -	31 64	Youngstown, - - -	81 94
Washington, F. county, - - -	87 50	Williamsfield, - - -	13 32	Zanesfield, - - -	10 15
Washington, G. county, - - -	107 41	Williamsport, - - -	31 81	Zanesville, - - -	992 31
Waterford, - - -	51 27	Williams's Store, - - -	14 37	Zoar, - - -	3 81
Wayne, - - -	18 06	Willshire, - - -	2 64		
Waynesburg, - - -	13 07	Wilmington, - - -	144 16	Total of Ohio, - - -	\$32,309 15

KENTUCKY.

Adairville, - - -	\$1 55	Glasgow, - - -	\$319 34	Newtown, S. county, - - -	\$14 26
Alexander's Mills, - - -	4 86	Grangerville, - - -	7 68	Nicholasville, - - -	233 39
Alexandria, - - -	21 28	Grant's Lick, - - -	1 87	North Middleton, - - -	63 16
Athens, - - -	59 87	Grassy Creek, - - -	5 18	Olympian Springs, - - -	4 66
Augusta, - - -	175 53	Great Crossings, - - -	23 93	Owensborough, - - -	187 83
Bairdston, - - -	702 21	Greensburg, - - -	337 53	Owentown, - - -	25 72
Ballardsville, - - -	24 08	Greenup Court-house, - - -	109 69	Owingsville, - - -	102 50
Barboursville, - - -	44 34	Greenville, - - -	119 16	Paint Creek, - - -	3 65
Bedford, - - -	49 06	Grubb's Ferry, - - -	1 30	Paris, - - -	838 88
Beech Park, - - -	6 92	Hanging Fork, - - -	21 08	Patrick's Salt Works, - - -	3 07
Big Eagle, - - -	7 06	Hardinsburg, - - -	188 77	Patterson's Mills, - - -	9 16
Big Spring, - - -	9 88	Hardinsville, - - -	15 47	Peeled Oak, - - -	1 00
Bloomfield, - - -	77 06	Harlan Court-house, - - -	1 34	Perry Court-house, - - -	8 18
Boonsborough, - - -	7 61	Harrodsburg, - - -	290 52	Perrysville, - - -	44 01
Bowling Green, - - -	438 32	Hartford, - - -	133 17	Petersburg, - - -	17 07
Brandenburg, - - -	35 56	Hayes, - - -	3 61	Plain Dealing, - - -	11 89
Brownsville, - - -	32 67	Hazlepatch, - - -	14 75	Poplar Plains, - - -	37 99
Brownville, - - -	12 99	Henderson, - - -	357 68	Port William, - - -	61 79
Bucknersville, - - -	20 15	Herndonville, - - -	16 74	Prestonburg, - - -	14 11
Burkesville, - - -	110 72	Hopkinsville, - - -	587 39	Prewitt's Knob, - - -	12 69
Burlington, - - -	105 24	Horse-shoe Bottom, - - -	3 21	Princeton, - - -	196 83
Burnt Tavern, - - -	24 32	Irvine, - - -	31 40	Raleigh, - - -	4 49
Cadiz, - - -	72 46	Isleville, - - -	21 18	Richmond, - - -	456 32
Campbellsville, - - -	55 09	Jamestown, - - -	6 17	Roberts's Store, - - -	4 35
Canton, - - -	37 99	Jeffersonston, - - -	23 11	Rocky Hill, - - -	18 95
Carlisle, - - -	145 48	Lancaster, - - -	137 17	Rocky Ridge, - - -	14 23
Carlow, - - -	2 76	Laurenceburg, - - -	77 52	Ruddle's Mills, - - -	18 27
Catlettsburg, - - -	24 54	Lebanon, - - -	112 89	Russellville, - - -	464 40
Cedar Creek, - - -	7 79	Leesburg, - - -	49 37	Salem, - - -	120 91
Chilesburg, - - -	2 33	Lewisburg, - - -	15 06	Salvisa, - - -	29 44
Christiansburg, - - -	27 12	Lewis Court-house, - - -	22 98	Sanders, - - -	8 15
Claysville, - - -	26 41	Lexington, - - -	3,933 94	Scottsville, - - -	92 70
Colbyville, - - -	5 02	Liberty, - - -	19 86	Sharpsburg, - - -	73 83
Columbia, - - -	209 21	Lindsey's Mill, - - -	7 13	Snellyville, - - -	603 17
Columbus, - - -	42 36	Litchfield, - - -	44 61	Shepherdsville, - - -	68 55
Conner's, - - -	8 88	Little York, - - -	31 52	Sherburne Mills, - - -	21 61
Covington, - - -	59 06	Louisa, - - -	37 56	Shippingport, - - -	41 93
Crab Orchard, - - -	32 72	Louisville, - - -	3,222 00	Simpsonville, - - -	45 61
Crawford, - - -	1 80	Lower Blue Lick, - - -	22 92	Smithland, - - -	118 55
Cumberland Ford, - - -	3 22	Madisonville, - - -	115 19	Smith's Grove, - - -	18 11
Cynthiana, - - -	245 70	Manchester, - - -	34 77	Smith's Mill, - - -	13 18
Danville, - - -	486 33	Martinsville, - - -	5 89	Somerset, - - -	91 45
Donnoraile, - - -	9 21	Maxville, - - -	6 67	South Union, - - -	19 10
Dry Creek, - - -	23 11	Mayfield, - - -	12 68	Springfield, - - -	145 37
Dry Bridge, - - -	5 16	May's Lick, - - -	187 91	Stanford, - - -	72 80
Eddyville, - - -	40 76	Middletown, - - -	74 68	Stephensport, - - -	16 01
Edmonton, - - -	16 16	Millersburg, - - -	108 65	Tate's Creek, - - -	4 04
Elizabethtown, - - -	217 65	Miller's Creek, - - -	1 29	Taylorsville, - - -	80 40
Elkton, - - -	188 67	Miller's Inn, - - -	5 10	Tompkinsville, - - -	48 34
Etna Furnace, - - -	16 76	Mill Springs, - - -	12 80	Trenton, - - -	74 75
Everett's House, - - -	10 60	Milton, - - -	28 91	Triplett, - - -	4 09
Fairfield, - - -	25 48	Minerva, - - -	49 61	Turkey Foot, - - -	28
Falmouth, - - -	58 49	Monroe, - - -	4 78	Vanceburg, - - -	13 89
Fisher's Tan Yard, - - -	1 38	Montezuma Salt Works, - - -	2 21	Versailles, - - -	584 67
Flat Lick, - - -	6 69	Monticello, - - -	109 79	Visalia, - - -	4 12
Fleningsburg, - - -	321 60	Morganfield, - - -	203 81	Wahleim, - - -	16 43
Floydsburg, - - -	27 14	Morgantown, - - -	29 38	Wadesborough, - - -	44 09
Fountain Paper Mills, - - -	13 79	Mount Sterling, - - -	354 68	Washington, - - -	227 04
Francesburg, - - -	1 26	Mount Vernon, - - -	35 79	West Liberty, - - -	6 14
Frankfort, - - -	2,127 61	Mount Vernon, B. county, - - -	17 44	West Point, - - -	20 52
Franklin, - - -	130 10	Mount Zion, - - -	9 51	Westport, - - -	52 55
Fredericksburg, - - -	41 62	Mud Camp, - - -	3 47	Whitely Court-house, - - -	15 63
Fredericksburg, W. county, - - -	2 61	Munfordsville, - - -	85 61	Williamsburg, - - -	37 36
Gainesburg, - - -	17 47	New Castle, - - -	176 97	Wilmington, - - -	18 34
Gaines's Cross Roads, - - -	27 67	New Liberty, - - -	27 58	Winchester, - - -	404 67
Georgetown, - - -	427 75	New Market, - - -	11 08	Woodward's Cross Roads, - - -	3 34
Ghent, - - -	34 80	Newport, - - -	78 68	Yocom's, - - -	3 04
Gist's, - - -	1 93	Newtown, G. county, - - -	3 46	Total of Kentucky, - - -	\$25,572 26

TENNESSEE.

Alexandria, - - -	\$40 60	Haskinsville, - - -	\$4 03	Paris, - - -	\$454 88
Allensville, - - -	4 41	Haywood Court-house, - - -	146 75	Perrysville, - - -	79 65
Athens, - - -	202 23	Hendersonville, - - -	49 96	Philadelphia, - - -	41 68
Beach Hill, - - -	26 16	Henry's Cross Roads, - - -	3 88	Pikeville, - - -	78 01
Bean's Station, - - -	42 28	Hickory Creek, - - -	8 28	Pleasant Exchange, - - -	6 53
Big Creek, - - -	32 68	High Plains, - - -	2 62	Pleasant Gardens, - - -	3 83
Blair's Cross Roads, - - -	13 49	Hilham, - - -	15 97	Pleasant Grove, - - -	8 02
Blair's Ferry, - - -	16 48	Hillsborough, - - -	36 49	Pleasant Plains, - - -	3 09
Blountsville, - - -	163 39	Hilton's, - - -	4 22	Point Centre, - - -	11 48
Bolivar, - - -	369 20	Holt's Store, - - -	13 91	Port Royal, - - -	64 23
Royd's Creek, - - -	9 46	Hornbarger's, - - -	2 78	Prestonville, - - -	19 02
Bradshaw's, - - -	88	Huntingdon, - - -	250 31	Pulaski, - - -	358 09
Bright Hope, - - -	9 35	Huntsville, - - -	18 95	Purdy's, - - -	1 22
Brookhill, - - -	14 36	Hurt's Cross Roads, - - -	24	Readyville, - - -	46 16
Cairo, - - -	124 70	Isom's Store, - - -	11 84	Red Bridge, - - -	21 70
Calhoun, - - -	34 36	Jackson, - - -	753 13	Red River Forge, - - -	8 37
Campbell's Station, - - -	46 89	Jacksonborough, - - -	38 04	Reynoldsburgh, - - -	133 54
Carrollville, - - -	20 77	Jasper, - - -	99 71	Rheatown, - - -	18 16
Carthage, - - -	223 90	Jefferson, - - -	113 37	Robertson's Fork, - - -	52 46
Cedar Grove, - - -	23 35	Jonesborough, - - -	246 28	Rocky Springs, - - -	15 47
Centerville, - - -	39 79	Kingsport, - - -	145 64	Rogersville, - - -	223 29
Charlotte, - - -	177 21	Kingston, - - -	171 08	Round Lick, - - -	29 48
Cheek's Cross Roads, - - -	46 74	Knoxville, - - -	712 06	Rutledge, - - -	80 93
Cherokee Agency, - - -	11 45	Lancaster, - - -	23 80	Salem, - - -	90 50
Chota, - - -	9 89	Laurencburg, - - -	89 46	Scarcey's, - - -	33 31
Chucky Bend, - - -	24 16	Lebanon, - - -	339 66	Sevier Court-house, - - -	49 88
Chunn's Store, - - -	17 79	Leesburg, - - -	28 39	Shelbyville, - - -	575 11
Clarksville, - - -	394 07	Lenoir's, - - -	6 92	Shown's Cross Roads, - - -	7 34
Clear Creek, - - -	5 89	Lexington, - - -	110 33	Smith's Cross/Roads, - - -	9 12
Clinton, - - -	46 92	Liberty East, - - -	5 71	Somerville, - - -	104 29
Clover Hill, - - -	13 06	Liberty, S. county, - - -	42 03	Sparta, - - -	285 93
Columbia, - - -	883 14	Locust Grove, - - -	1 31	Speedwell, - - -	10 05
Columbus, - - -	26 63	Locust Shade, - - -	1 02	Spring Creek, - - -	29 90
Cotton Grove, - - -	15 17	Lynchburg, - - -	38 99	Springfield, - - -	107 31
Covington, - - -	111 16	Lynn Creek, - - -	39 22	Spring Hill, - - -	1 89
Daly's, - - -	1 89	McAllister's Cross Roads, - - -	14 14	Statesville, - - -	47 21
Dandridge, - - -	112 52	McLean's Mills, - - -	9 76	Stone Fort, - - -	2 68
Delphi, - - -	7 69	McMinnville, - - -	259 28	Surguinesville, - - -	47 99
Denmark, - - -	35 89	McNairy Court-house, - - -	48 01	Tazewell, - - -	60 82
Dixon's Springs, - - -	39 28	Mansker's Creek, - - -	22 12	Tellico, - - -	97 03
Dover, - - -	78 77	Marysville, - - -	192 50	Tellico Plains, - - -	10 00
Dresden, - - -	91 55	Mecklinburg, - - -	19	Ten Mile, - - -	2 24
Dyer Court-house, - - -	29 93	Meigsville, - - -	6 15	Trenton, - - -	96 28
Efingham, - - -	11 68	Memphis, - - -	254 01	Troy, - - -	44 27
Elizabethtown, - - -	40 97	Milton, - - -	16 51	Turnersville, - - -	35 81
Elkton, - - -	136 04	Milton, L. county, - - -	16 65	Tyree's Springs, - - -	1 87
Emery Iron Works, - - -	1 05	Monroe, - - -	95 61	Unita, - - -	9 29
Farmington, - - -	56 05	Morgantown, - - -	31 42	Valleytown, - - -	4 15
Fayetteville, - - -	245 30	Mossy Creek, - - -	17 29	Vernon, - - -	40 07
Fountain of Health, - - -	24 10	Mount Airy, - - -	26 65	Walnut Grove, - - -	5 91
Franklin, - - -	745 79	Mount Comfort, - - -	14 44	Warnersville, - - -	7 15
Gainesborough, - - -	46 91	Mount Henry, - - -	15 35	Warrensburg, - - -	17 24
Gallatin, - - -	365 02	Mount Pleasant, - - -	122 55	Washington, - - -	75 63
Goodfield, - - -	4 08	Mouth of Tellico, - - -	21 46	Waynesborough, - - -	34 09
Gordonsville, - - -	11 63	Mulberry Grove, - - -	9 48	White Plains, - - -	13 91
Gray's Ferry, - - -	2 60	Murfreesborough, - - -	667 60	Williamsburgh, - - -	1 26
Green Garden, - - -	29 65	Nashville, - - -	1,962 64	Williamsport, - - -	55 71
Green Tree Grove, - - -	1 32	New Canton, - - -	8 57	Wilson's, - - -	2 49
Greenville, - - -	228 69	New Market, - - -	60 32	Winchester, - - -	480 22
Greenville College, - - -	32 82	Newport, - - -	89 12	Wolf River, - - -	77 87
Hamilton Court-house, - - -	11 83	Nolensville, - - -	54 73	Wood's Hill, - - -	3 40
Hardinsville, - - -	64 31	Oliver's, - - -	5 23	Woodville, - - -	22 87
Harpeth, - - -	58 84	Pactolus, - - -	11 11	Yellow Creek, - - -	6 27
Harrisburg, - - -	12 05	Palmyra, - - -	55 82		
Hartsville, - - -	151 02	Paperville, - - -	16 67	Total of Tennessee, - - -	\$17,990 78

ALABAMA.

Armstrong's, - - -	\$17 60	Claiborne, - - -	\$591 28	Fort Stoddert, - - -	\$8 56
Ashville, - - -	131 92	Clarksville, - - -	41 39	Goffe's Store, - - -	27 14
Athens, - - -	414 37	Clinton, - - -	18 75	Greensborough, - - -	529 02
Bainbridge, - - -	8 62	Coffeeville, - - -	83 04	Greenville, - - -	172 42
Belleville, - - -	136 87	Coosada, - - -	64 67	Halbert's, - - -	4 77
Belleville, - - -	45 45	Cornish's, - - -	5 85	Hargrove, - - -	8 09
Bennington, - - -	14 59	Cotton Port, - - -	23 72	Havana, - - -	148 36
Bibb Court-house, - - -	41 00	Courtland, - - -	809 83	Hazlegreen, - - -	125 44
Big Swamp, - - -	102 24	Daletown, - - -	68 83	Hebron, - - -	5 58
Black's Bluff, - - -	38 65	Decatur, - - -	177 80	Hemphill, - - -	5 54
Blakely, - - -	47 40	Demopolis, - - -	169 25	Honey Hill, - - -	6 14
Blountsville, - - -	100 40	Doyal's Mills, - - -	24 75	Huntsville, - - -	1,608 44
Brownsborough, - - -	70 93	Eastport, - - -	2 27	Irvine's Store, - - -	37 52
Brown's Ferry, - - -	33 65	Elyton, - - -	221 29	Jackson, - - -	120 60
Buck's Store, - - -	25 83	Erie, - - -	339 25	Johnson's Mills, - - -	9 42
Burnt Corn Springs, - - -	111 96	Ernest's Store, - - -	58 72	La Grange, - - -	5 60
Cababa, - - -	626 96	Fayette Court-house, - - -	24 45	Leightown, - - -	88 80
Campbell's Store, - - -	25 36	Florence, - - -	1,140 68	Liberty Hill, - - -	179 97
Canton, - - -	126 81	Fort Crawford, - - -	56	Line Creek, - - -	99 00
Carthage, - - -	59 22	Fort Dale, - - -	22 98	Loch Ranza, - - -	41 30
Centreville, - - -	95 40	Fort Jackson, - - -	6 56	Longmire's Store, - - -	27 23

ALABAMA—Continued.

Louisville, - - -	\$1 37	Perry Court-house, - -	\$266 01	Sparta, - - -	\$178 51
Lower Peach Tree, - -	23 87	Pickens Court-house, -	129 55	Suggsville, - - -	180 70
Marengo, - - -	139 20	Pike Court-house, - -	42 49	Tausaw, - - -	19 64
Masonville, - - -	40	Pikesville, - - -	82 27	Triana, - - -	277 04
Meridianville, - - -	60 67	Piney Grove, - - -	1 93	Tuscumbia, - - -	886 20
Mobile, - - -	3,903 36	Pleasant Ridge, - - -	24 58	Tuscaloosa, - - -	1,395 54
Montevallo, - - -	121 01	Portland, - - -	33 56	Upper Peach Tree, -	18 32
Montezuma, - - -	23 35	Post Oak Level, - - -	22 60	Vernon, - - -	141 74
Montgomery, - - -	119 16	Richardson's, - - -	13 28	Washington, - - -	262 97
Mooresville, - - -	327 75	Rogersville, - - -	21 89	Washington Court-house,	43 49
Moscow, - - -	4 55	Russellville, - - -	406 37	Waterloo, - - -	5 82
Moulton, - - -	287 39	Saint Stephen's, - - -	22 05	White Hall, - - -	46 09
Mount Pisgah, - - -	5 42	Sanders's, - - -	10 27	Whitesburgh, - - -	75 85
Mount Pleasant, - - -	55 40	Sawyer's, - - -	54 18	Willtown, - - -	12 58
Mulberry Creek, - - -	75 39	Selma, - - -	509 86	Woodville, - - -	14 64
New Market, - - -	12 18	Shelby Court-house, -	25 57		
Oak Grove, - - -	3 39	Smith's Store, - - -	62 77	Total of Alabama, - -	\$20,164 98
Oak Hall, - - -	43 07	Somerville, - - -	141 79		
Paint Rock, - - -	2 21	South Florence, - - -	105 86		

MISSISSIPPI.

Augusta, - - -	\$54 18	Hankinsonville, - - -	\$3 28	Pearlington, - - -	\$23 23
Belmont, - - -	5 76	Holmesville, - - -	171 18	Petit Gulph, - - -	185 55
Bogue Chitto, - - -	19 05	Hulca, - - -	16 20	Pinckneyville, - - -	262 45
Centreville, - - -	122 27	Jackson, - - -	186 10	Port Gibson, - - -	1,360 74
China Bluff, - - -	1 32	Jackson Court-house,	7 47	Red Bluff, - - -	2 32
Choctaw Agency, - - -	43 62	Jayne's Store, - - -	25 24	Rocky Springs, - - -	85 52
Columbia, - - -	93 52	Leaf River, - - -	42 52	Shieldsborough, - - -	13 65
Columbus, - - -	186 81	Liberty, - - -	221 73	Spring Cottage, - - -	13
Cotton Gin Port, - - -	111 23	Lott's Mills, - - -	12 93	Vicksburgh, - - -	675 46
Doak's Stand, - - -	32 66	Meadville, - - -	128 84	Warrentown, - - -	172 09
Fayette, - - -	23 95	Monroe, - - -	32 62	Washington, - - -	398 66
Fordsville, - - -	36 98	Monticello, - - -	218 51	Westville, - - -	26 14
Fort Adams, - - -	153 69	Mount Carmel, - - -	7 15	White Sand, - - -	74 15
Gallatin, - - -	117 72	Mount Pleasant, - - -	37 01	Winchester, - - -	31 32
Good's Tan Yard, - - -	3 97	Mount Salus, - - -	69 73	Woodville, - - -	911 70
Green's Creek, - - -	11 70	Mount Zion, - - -	35 02	Yazoo Court-house,	81 67
Greenville, - - -	360 18	Natchez, - - -	3,239 16		
Hamilton, - - -	136 95	Oaktomie, - - -	19 84	Total of Mississippi, -	\$10,314 87

LOUISIANA.

Alexandria, - - -	\$871 70	Dutch Settlement, - -	\$22 90	Mount Willing, - - -	\$11 81
Allen's settlement, - -	20 99	Franklin, - - -	217 06	Natchitoches, - - -	527 53
Assumption, - - -	54 08	Franklinton, - - -	21 89	New Iberia, - - -	121 92
Baton Rouge, - - -	733 90	Harrisonburgh, - - -	109 10	New Orleans, - - -	21,258 01
Bayou Chicot, - - -	42 91	Iberville, - - -	121 18	Opelousas, - - -	586 48
Beche Grove, - - -	17 08	Isle Breuille, - - -	24 25	Plaquemine, - - -	155 81
Belle Grove, - - -	55 71	Jackson, - - -	214 40	Point Coupee, - - -	107 66
Bonnet Carré, - - -	99 53	Jacksonville Springs,	12 99	Richland Hill, - - -	128 76
Bringers, - - -	213 18	Laurel Hill, - - -	74 11	Saint Francisville, - -	1,312 52
Cheneyville, - - -	112 23	Madisonville, - - -	37 48	Saint Helena, - - -	74 29
Clinton, - - -	23 03	Manchac, - - -	33 57	Saint Martinsville, - -	407 84
Cloutiersville, - - -	20 64	Marburyville, - - -	8 94	Vermilionville, - - -	172 41
Cotile, - - -	12 41	Marksville, - - -	52 51	Vidalia, - - -	9 41
Covington, - - -	83 75	Monroe, - - -	290 73		
Donaldsonville, - - -	266 40	Mount Pleasant, - - -	19 82	Total of Louisiana, - -	\$28,763 92

INDIANA.

Allensville, - - -	\$11 40	Crawfordsville, - - -	\$110 23	Greenville, - - -	\$30 85
Andersonstown, - - -	3 62	Cross Plains, - - -	62	Hanover, - - -	8 13
Aurora, - - -	46 19	Crossings of Duck Creek,	1 96	Hardinsburgh, - - -	10 49
Barbersville, - - -	63	Cynthiana, - - -	16 27	Harmony, - - -	283 96
Bedford, - - -	39 35	Danville, - - -	16 54	Hartford, - - -	29 36
Bethlehem, - - -	28 14	Dickson's Mills, - - -	13 97	Hindostan, - - -	59 56
Bloomfield, - - -	27 35	Dunlapville, - - -	26 94	Honey Creek, - - -	16 58
Bloomington, - - -	134 60	Economy, - - -	9	Indianapolis, - - -	372 36
Bono, - - -	32 29	Edinburgh, - - -	29 75	Jacksonburgh, - - -	18 47
Boonville, - - -	43 27	Elizabeth, - - -	8 61	Jeffersonville, - - -	77 35
Boydenville, - - -	3 40	Elliotville, - - -	6 71	Lafayette, - - -	8 36
Brandywine, - - -	1 37	Evansville, - - -	98 58	Laureneburgh, - - -	167 81
Brookville, - - -	169 05	Fairfield, - - -	16 68	Leesville, - - -	4 66
Brownstown, - - -	37 27	Fischlie's Mills, - - -	4 63	Leavenworth, - - -	20 63
Brownsville, - - -	34 94	Fort Wayne, - - -	123 43	Lexington, - - -	59 03
Bruceville, - - -	21 08	Franklin, - - -	15 73	Liberty, - - -	52 91
Carlisle, - - -	47 16	Fredericksburgh, - - -	36	Livonia, - - -	24 59
Centreville, - - -	64 18	Fredonia, - - -	29 71	McCallen's Cross Roads,	7 54
Charleston, - - -	151 72	Gallatin, - - -	4 98	Madison, - - -	262 30
Clinton, - - -	17 76	Geneva, - - -	10 69	Manchester, - - -	14 25
Columbus, - - -	57 81	Gentry's Store, - - -	73	Marion, - - -	2 63
Connorsville, - - -	135 34	Green Castle, - - -	59 95	Martinsville, - - -	26 91
Corydon, - - -	111 53	Greensburgh, - - -	69 31	Merom, - - -	45 07

INDIANA—Continued.

Milton, - - -	\$23 54	Owenville, - - -	\$8 92	Slinkard's Mills, - - -	\$11 84
Montezuma, - - -	23 65	Paoli, - - -	85 52	Smith's, - - -	8 40
Moore's Hill, - - -	8 06	Paris, - - -	15 18	Smockville, - - -	13 04
Mooresville, - - -	4 26	Pendleton, - - -	6 79	Somerset, - - -	28 11
Morven, - - -	6 56	Petersburgh, - - -	34 93	Spencer, - - -	32 02
Mount Pleasant, - - -	13 32	Pleasant Ridge, - - -	9	Terre Haute, - - -	200 77
Mount Sterling, - - -	9 73	Portersville, - - -	7 61	Troy, - - -	24 37
Mount Vernon, - - -	54 50	Port Royal, - - -	6 88	Tuckersville, - - -	9 93
Murray's Mills, - - -	8 42	Prairie Creek, - - -	14 65	Utica, - - -	24 63
Nanceville, - - -	3 77	Princeton, - - -	80 99	Valonica, - - -	5 63
Napoleon, - - -	5 44	Printer's Retreat, - - -	2 44	Vermilion Court-house, - - -	9 55
New Albany, - - -	157 11	Quercus Grove, - - -	4 68	Vernon, - - -	32 99
New Castle, - - -	16 16	Richmond, - - -	165 25	Versailles, - - -	14 55
New Garden, - - -	12 15	Rising Sun, - - -	79 10	Vevay, - - -	121 04
New London, - - -	11 31	Rockport, - - -	32 53	Waltersville, - - -	33
Newport, - - -	49 82	Rockville, - - -	78 38	Washington, - - -	76 30
New Providence, - - -	2 30	Rome, - - -	21 57	Waterloo, - - -	5 05
New Trenton, - - -	17 18	Roseville, - - -	32 16	West Liberty, - - -	18 75
New Washington, - - -	18 44	Rushville, - - -	67 99	Wilmington, - - -	14 41
Noblesville, - - -	22 10	Salem, - - -	202 16	Winchester, - - -	15 25
Orange, - - -	88	Saundersville, - - -	14 19	Total of Indiana, - - -	\$5,670 36
Orleans, - - -	18 50	Shelbyville, - - -	34 80		
Otter Creek, - - -	5 38	Sinking Creek, - - -	4 11		

ILLINOIS.

Albion, - - -	\$120 74	Galum, - - -	\$5 16	Peoria, - - -	\$57 00
Alton, - - -	27 00	Gilead, - - -	14 49	Prairie Du Pont, - - -	2 12
America, - - -	45 72	Golconda, - - -	56 85	Prairie Du Roche, - - -	2 19
Belleville, - - -	108 82	Greenville, - - -	63 30	Quincy, - - -	6 58
Bon Pas, - - -	15 47	Harrisonville, - - -	15 36	Rock Island, - - -	38 81
Brownsville, - - -	47 14	Hillsborough, - - -	107 67	Ross's, - - -	18 35
Canton, - - -	54	Horns, - - -	1 77	Rushville, - - -	2 51
Carlyle, - - -	41 46	Jacksonville, - - -	134 02	Salem, - - -	6 51
Carmi, - - -	82 11	Jonesborough, - - -	63 75	Saline, U. S. - - -	25 88
Carrollton, - - -	118 00	Kaskaskia, - - -	214 35	Salt Creek, - - -	35
Cash river, - - -	22	Lawrenceville, - - -	65 42	Sangamon, - - -	57 45
Centreville, - - -	23 58	Lebanon, - - -	46 94	Sangamon Court-house, - - -	160 70
Cherry Grove, - - -	22 98	McLeansborough, - - -	35 20	Twitchell's Mills, - - -	18 11
Clark Court-house, - - -	15 55	Mackinaw, - - -	4 67	Union, - - -	75
Coleman's Grove, - - -	53	Maysville, - - -	8 05	Vandalia, - - -	256 05
Collinsville, - - -	15 28	Mill Creek, - - -	3 50	Vienna, - - -	15 04
Columbia, - - -	9 15	Moore's Prairie, - - -	5 91	Walnut Hill, - - -	9 35
Covington, - - -	4 43	Mount Carmel, - - -	44 51	Wanborough, - - -	25 69
Edwardsville, - - -	171 43	Mount Pleasant, - - -	8 67	Waterloo, - - -	14 15
Exeter, - - -	15 88	Mount Vernon, - - -	30 23	Wiggin's Ferry, - - -	8 40
Fairfield, - - -	33 15	New Haven, - - -	23 39	York, - - -	30 17
Frankfort, - - -	36 99	Palestine, - - -	60 15	Total of Illinois, - - -	\$2,856 55
Fulton Court-house, - - -	35 53	Palmyra, - - -	7 94		
Galena, - - -	29 40	Paris, - - -	59 90		

MISSOURI.

Alexandria, - - -	\$19 60	Fort Osage, - - -	\$30 04	New London, - - -	\$79 60
Apple Creek, - - -	2 60	Fox's, - - -	5 03	New Madrid, - - -	92 17
Bainbridge, - - -	5 68	Franklin, - - -	265 07	Newport, - - -	41 45
Barrens', - - -	29 13	Fredericktown, - - -	83 05	Ogden, - - -	1 82
Belle Fontaine, - - -	4 78	Fruits, - - -	13 90	Palmyra, - - -	140 98
Benton, - - -	24 89	Fulton, - - -	101 10	Perkins, - - -	12 05
Big River Mills, - - -	18 22	Harrison, - - -	26 16	Perryville, - - -	10 28
Bluffton, - - -	30 05	Herculanum, - - -	101 45	Pinckney, - - -	9 80
Booneville, - - -	117 51	Hibernia, - - -	3 42	Pitman's, - - -	20 49
Bowling Green, - - -	40 03	Hickory Grove, - - -	9 59	Point Labadie, - - -	9 38
Cape Girardeau, - - -	28 87	Jackson, - - -	164 69	Potosi, - - -	278 09
Carondelet, - - -	1 34	Jefferson City, - - -	129 74	Saint Charles, - - -	231 96
Chariton, - - -	128 47	Lewistown, - - -	25 02	Saint Genevieve, - - -	132 59
Clarksville, - - -	70 63	Lexington, - - -	16 94	Saint Louis, - - -	3,117 55
Clay Court-house, - - -	391 27	Lexington Hill, - - -	88 53	Sexton's, - - -	4 04
Columbia, - - -	218 09	Louisiana, - - -	70 45	Troy, - - -	71 45
Cook's Settlement, - - -	3 83	Loutre Island, - - -	10 52	Turner's Mill, - - -	7 46
Cote Sans Dessein, - - -	18 23	Manchester, - - -	15 75	Valley Mines, - - -	9 06
Dardenne, - - -	6 85	Marion, - - -	15 22	Walnut Farm, - - -	28 45
Eagle Creek, - - -	8 62	Marthasville, - - -	21 94	Waverly, - - -	8 79
Farmington, - - -	54 91	Mine Shibleoth, - - -	19 16	Total of Missouri, - - -	\$6,932 94
Fayette, - - -	106 77	Mount Prairie, - - -	1 26		
Florissant, - - -	54 38	New Caledonia, - - -	45 88		

MICHIGAN TERRITORY.

Ann Arbor, - - -	\$151 47	Buckland, - - -	\$17 57	Fort Gratiot, - - -	\$0 37
Auburn, - - -	8 46	Detroit, - - -	1,025 54	Green Bay, - - -	127 70
Bloomfield, - - -	45 64	Dexter, - - -	8 86	Mackinac, - - -	144 60
Bordino, - - -	3 53	Dixborough, - - -	6 64	Monroe, - - -	153 08
Brownstown, - - -	12 45	Farmington, - - -	44 48	Mount Clemens, - - -	16 58

MICHIGAN TERRITORY—Continued.

Oakland, - - -	\$30 03	Royal Oak, - - -	\$2 62	Troy, - - -	\$0 12
Plainfield, - - -	60	Saint Clair, - - -	3 65	Woodruff, - - -	27 67
Pontiac, - - -	79 86	Sault de St. Marie, - - -	184 47	Ypsilanti, - - -	8 93
Port Lawrence, - - -	18 06	Shelby, - - -	13 94		
Prairie du Chien, - - -	48 61	Stony Creek, - - -	18 48	Total of Michigan Territory, \$2,284 41	
Raisinville, - - -	3 34	Tecumseh, - - -	76 86		

ARKANSAS TERRITORY.

Arkansas, - - -	\$53 68	Dwight, - - -	\$16 59	Marion, - - -	\$2 99
Batesville, - - -	80 05	Helena, - - -	65 82	Miller Court-house, - - -	88 93
Clark Court-house, - - -	26 50	Hempstead Court-house, - - -	77 86	Mouth of White River, - - -	9 74
Crawford Court-house, - - -	264 99	Hix's Ferry, - - -	8 11	Peconery, - - -	11 62
Crittenden Court-house, - - -	2 61	Izard Court-house, - - -	1 87	Saint Francis, - - -	1 20
Crystal Spring, - - -	18	Little Rock, - - -	254 19	Villemont, - - -	16 76
Dardanelles, - - -	15 05	Long Prairie, - - -	16 93		
Davidsonville, - - -	28 84	McLean's Settlement, - - -	1 98	Total of Arkansas Territory, \$1,046 49	

FLORIDA TERRITORY.

Alachua, - - -	\$12 93	Palatka, - - -	\$1 37	Tallahassee, - - -	\$634 87
Dell's, - - -	9 93	Pensacola, - - -	1,123 44	Wanton, - - -	65 01
Fernandina, - - -	7 34	Quincy, - - -	59 77	Webbville, - - -	88 45
Holmes's Valley, - - -	35 91	Robinson, - - -	2 48		
Jacksonville, - - -	73 41	Saint Augustine, - - -	583 76	Total of Florida Territory, \$2,698 67	

DISTRICT OF COLUMBIA.

Alexandria, - - -	\$4,741 76	Georgetown, - - -	\$3,068 21	Washington City, - - -	\$2,776 58
				Total of Dist. of Columbia, \$10,586 55	

RECAPITULATION.

New York, - - -	\$229,794 72	Maryland, - - -	\$59,335 38	Louisiana, - - -	\$28,763 92
Maine, - - -	26,143 01	Virginia, - - -	71,536 76	Indiana, - - -	5,670 36
New Hampshire, - - -	13,250 51	North Carolina, - - -	27,571 81	Illinois, - - -	2,856 55
Vermont, - - -	13,554 93	South Carolina, - - -	46,402 00	Missouri, - - -	6,932 94
Massachusetts, - - -	98,930 44	Georgia, - - -	42,524 24	Michigan Territory, - - -	2,284 41
Rhode Island, - - -	13,397 22	Ohio, - - -	32,309 15	Arkansas Territory, - - -	1,046 49
Connecticut, - - -	30,160 13	Kentucky, - - -	25,572 26	Florida Territory, - - -	2,698 67
New Jersey, - - -	16,227 41	Tennessee, - - -	17,990 78	District of Columbia, - - -	10,586 55
Pennsylvania, - - -	127,821 51	Alabama, - - -	20,164 98		
Delaware, - - -	4,834 10	Mississippi, - - -	10,314 87	Grand total, - - -	\$983,676 10

POST OFFICE DEPARTMENT, January 10, 1828.

It is proper to remark that the foregoing sum is \$11,090 69 less than the aggregate for the same period on the books of the Post Office Department, in consequence of all old accounts, together with the balances accruing from the Canada and Kingston mails rendered within this period, being excluded from this report.

Respectfully submitted:

JOHN McLEAN.

20th Congress.]

No. 69.

[1st Session.]

MAKING AND REPAIRING A POST ROAD.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 21, 1828.

SIR:

POST OFFICE DEPARTMENT, January 21, 1828.

In obedience to a resolution of the House of Representatives of the 8th instant, "directing the Postmaster General to communicate to the House an estimate of the amount necessary to construct a road through the Wyandot reservation, on the mail route between Cincinnati and Portland, in Ohio; also, the sum necessary to repair said road through the wilderness, between the Big Spring and said reservation; the importance of this route to the United States for the transportation of the mail; and whether a portion of the revenue arising from the General Post Office might not be appropriated for the construction and repair of said road with advantage to the Department." I have the honor to state that the sum of \$15,000, judiciously applied, would make a substantial road from the Big Spring through the wilderness and the reservation, a distance of about forty miles; the sum of \$6,000, it is believed, would be sufficient to make that part of it which lies in the reservation, a distance of about seventeen miles.

During the last summer and fall, the mail was conveyed from Cincinnati to Sandusky city, on the above route, in post coaches, three trips weekly; and, from the concourse of passengers, it promises to become an important channel of intercourse. If Sandusky city shall continue to be a place of deposit for merchandise destined to Cincinnati and other places, and if the amount of such deposits shall increase for a few years to come as rapidly as it did the past season over the previous one, this city will become a very important point, and render a speedy and safe mail communication between it and Cincinnati indispensable. In the present condition of that section of the road embraced by the resolution, this would be impracticable at some seasons of the year, and, at the most favorable time, would be very difficult, from the depth of the mud and other obstructions.

The road through the wilderness passes over a level country, and is shaded by trees of the largest growth, so as to prevent the rapid absorption of the water which falls upon it, and renders many places almost impassable.

The above route affords the best line of communication between Detroit and the southwestern part of Ohio and all the other western States. Between these places the correspondence is now important, and is annually becoming more so.

It would be of advantage to the Department to have the proposed repairs made; and, if Congress shall think proper to authorize it, the estimated expense may be paid out of its funds without injury to the public service.

With great respect, I have the honor to be your obedient servant,

JOHN McLEAN.

HON. A. STEVENSON, *Speaker of the House of Representatives.*

20th CONGRESS.]

No. 70.

[1st Session.]

BREACH OF CONTRACT.

COMMUNICATED TO THE SENATE, MARCH 18, 1828.

MR. JOHNSON, of Kentucky, made the following report:

The Committee on the Post Office and Post Roads, to whom was referred the petition of William Mickler, report:

That they have examined the petition and the documents in the case, and they find that the Postmaster General has complete power and control over the whole subject, both as it respects the prayer of the petitioner to be restored to a contract made by an authorized agent of the Post Office Department, and to the amount of compensation for services performed, and for damages which may have arisen in the transaction. The committee are not inclined to recommend to the Senate the examination or revision of any case within the legitimate powers of the head of the Department, unless the committee could be convinced that manifest injustice had been done. Such a case is not now presented; on the contrary, the judgment and decision of the Postmaster General is approved by the committee. The committee refer to the petition and to the letter of the Postmaster General, and make them a part of this report, to be printed as an appendix. The committee recommend the following resolution, viz:

Resolved, That the prayer of the petitioner is unreasonable, and ought not to be granted.

To the honorable the Senate and House of Representatives in General Congress assembled: The memorial of William Mickler, a citizen of Georgia, residing at present in the town of St. Mary's, in the county of Camden, sheweth:

That, on the 1st day of August last, your petitioner made a contract with James Bentham, postmaster of St. Mary's aforesaid, (the said James acting at the time under the specific instructions of the Postmaster General,) for the transportation of the mail between St. Mary's and St. Augustine, East Florida, once per week, at \$995 per year, for the term of three years and five months, being for the unexpired term of a four years' contract made, in the first place, with one Abram Bellamy, said Abram having failed to perfect the same by giving bond in the manner pointed out by law.

That, before said contract was made by Mr. Bentham with your petitioner, the same was duly advertised for thirty days at St. Augustine, at Jacksonville, and at St. Mary's; in consequence of which there were a number of applicants for the same, and, among others, one Mr. Francis J. Ross, who offered to contract at \$1,200 per year, or at \$1,000, if there was any other bid as low as that sum; but your petitioner's terms being preferred, he gave bonds, and entered upon the duties of his appointment immediately after the date aforesaid.

That, with a full knowledge of all the foregoing facts, about fifteen or twenty days after your petitioner perfected his contract, and after he had carried the mail on the route two trips, the postmaster of Jacksonville, East Florida, by virtue of instructions transmitted to him on the 28th of July, 1827, made a contract with said F. J. Ross for the transportation of the mail on the same route, and for the same time; and, on your petitioner's third trip, took the mail away from him, and gave it to Mr. Ross.

That, on its arrival at St. Augustine, the postmaster then having consulted the district attorney, and having laid all the papers and documents before him relating to the contract, in pursuance of a written opinion given by him, immediately restored the mail to your petitioner; which opinion of the district attorney is now on file in the office of the Postmaster General, having been immediately transmitted to him.

That, about seven weeks after your petitioner first commenced carrying the mail, notwithstanding the opinion of the district attorney of East Florida to the contrary—notwithstanding the evidence of fraud and combination between the postmaster at Jacksonville and the said Francis J. Ross, evinced by his making a contract with said Ross, who is his friend and near neighbor, when he knew, and Ross knew, your petitioner had already the contract for the route—the said Postmaster General directed the different postmasters of the route to consider Ross the legal mail carrier, and not your petitioner.

That, since the Postmaster General has come to this determination, your petitioner has applied to him either to restore the contract to him, or to make him compensation for the time he carried the mail, and for the damages he has sustained by preparing himself to perform the contract, (being about equal to the one quarter's salary allowed in all instances, as your petitioner has learned, whenever the Postmaster General takes away a mail contract from a contractor,) which, with the services performed, would make the sum of \$364 75. But the Postmaster General has refused to pay any further sum than \$100, and even that sum is withheld from the petitioner by the postmaster here, because your petitioner will not give a general release.

Your petitioner therefore prays that Congress may order the Postmaster General to restore the contract to him, or pay the bill your petitioner has furnished the Postmaster General, who has the evidences thereof; or that the sum of \$363 50 may be appropriated to your petitioner, being the sum of \$114 75 for carrying the mail six trips, and the sum of \$248 75, one quarter's salary, for being deprived of the contract.

Your petitioner annexes hereto a copy of the instructions of the Postmaster General to the postmaster here, by virtue of which he made the contract with your petitioner. Your petitioner hopes your honorable body will direct him to lay before you the opinion of the district attorney of East Florida on the subject of this contract, which contains a complete history of the facts, made by an indifferent person; a copy of his instructions to the postmaster of Jacksonville, East Florida, dated 28th July last; and your petitioner's letter to him, dated 27th September, 1827; and your petitioner, as in duty bound, will ever pray.

WILLIAM MICKLER.

SIR:

POST OFFICE DEPARTMENT, December 12, 1826.

I have not made a contract for the weekly transportation of the mail between your office and St. Augustine. *I therefore wish you to keep up said route, at a fair and just valuation of the service.* Mr. John Warren's bid for said route was nine hundred dollars per year; Mr. A. Bellamy's nine hundred and fifty. They are both residents of Jacksonville. If they are suitable persons, you may contract with either of them at the prices stated by them, or any other suitable person. Your reply is desired.

Yours, &c.

JOHN McLEAN.

To JAMES BENTHAM, Esq.

SIR:

POST OFFICE DEPARTMENT, December 24, 1827.

On examining the bids for the mail route between St. Mary's and St. Augustine, in the fall of the year 1826, the bid of Mr. Tria, being the lowest, was accepted. He resided at St. Augustine, in Florida, to which place a letter of acceptance of the bid was directed. Some time afterwards Mr. Tria wrote to the Department that his bid was made under a mistake, and that he should not execute the contract, nor make any provision for the transportation of the mail. On the reception of this letter, the letter of the 13th December, 1826, a copy of which is enclosed, was written to the postmaster at St. Mary's. By this letter the postmaster was informed that no contract had been made for the conveyance of the mail on the above route, and he was requested to provide for the continuance of the service, at a fair and just compensation. He was informed that John Warren's bid for the route was \$900, and A. Bellamy's \$950. They were represented to be both residents of Jacksonville, and the postmaster was instructed to make a contract with either of them, at the price stated, or with any other suitable person. The mail was regularly conveyed on the route from the 1st of January; and before any thing was heard decisively from the postmaster at St. Mary's on the subject, a letter was received from Francis J. Ross, stating that A. Bellamy, who had contracted to carry the mail on the route, having left the country immediately on obtaining it, and the writer having become one of his sureties for the performance of the contract, was compelled to convey the mail. A copy of this letter is herewith transmitted, and bears date 14th June, 1827.

Some time after this, the postmaster at Jacksonville was written to on the subject, from the circumstance of Mr. Ross's letter being dated at that place. In this letter the postmaster was instructed to make the contract with the person who had regularly conveyed the mail, if he was a suitable person, inasmuch as he had not only been engaged in the service, but considered himself liable as the surety of Bellamy for the faithful transportation of the mail. The postmaster at Jacksonville confirmed the statement of Ross as to his having transported the mail, and the Department possessed no knowledge of the steps taken by the postmaster at St. Mary's, to advertise for proposals, &c. He had not advised the Department, except by letter dated 15th February, at which time he had written to Bellamy, but had not received his answer. At the time the above instruction was given to the postmaster at Jacksonville to make a contract with Ross, it was believed that the postmaster at St. Mary's, in pursuance of his instruction, had made the contract with Bellamy, who had failed, and that Ross, his surety, being responsible, to indemnify himself, had taken possession of the route. This seems literally to have been the fact; though a mistake is said to have been made in the contract, which induced the postmaster at St. Mary's to forward to Bellamy another contract. But it seems at this time, several weeks having elapsed since the execution of the first contract, Bellamy had absented himself, and Ross, his surety, was carrying the mail.

The postmaster at St. Mary's should have advised the Department immediately on his making the contract with Bellamy, and, at all events, should have done so before he proceeded to advertise for a new contract. In my letter of the 13th December, 1826, he was informed of two bids made for the route, and was authorized to make a contract with either of the persons named, at the price stated, if they were worthy of confidence, or with any other suitable person. The highest sum named was \$950; and, from the tenor of the letter, this was clearly the limit beyond which he was not authorized to go in making the contract. At least he could not make a contract for a greater sum, which would have been considered binding on the Department. In the contract made with Mickler, \$995 was fixed as the compensation. This was done at the time Ross was in possession of the mail; and although, under an impression that the course taken by Mr. Bentham was correct, he bid \$1,000, yet there is no evidence to show that he was not willing to continue the transportation of the mail at Bellamy's bid. His letter to the Department, of the 14th June, showed a willingness to continue the service under Bellamy's contract. In all cases where the surety is competent, and offers to perform the service to save himself from damages, a preference is given to him. The mail on this route has never been so well transported as by Mr. Ross, the present contractor.

From the report of the postmaster at Jacksonville, doubts are entertained whether Mickler be a suitable person for so important a trust as the conveyance of the mail. In his first trip, it seems, he admitted to the postmaster that he "threw down the mail in the road, two or three miles from any house, and went back five or six miles." Such gross inattention to the safety of the mail would have called for the interference of the Department, had there existed no other ground.

On a full view of the circumstances of this case, it will be seen that the postmaster at St. Mary's was negligent in correcting the error of the contract with Bellamy, and in not advising the Department of the steps taken, and that he exceeded his instructions. It will also appear that Ross was entitled to the contract, because he was the surety of Bellamy, and was willing, as he informed the Department, to continue the service under Bellamy's contract; that, when the contract was forwarded to him, the Postmaster General had no knowledge of the course taken by the postmaster at St. Mary's, and that the service is now better done than formerly.

That Mr. Mickler should sustain any injury, through the agency of this Department, forms a subject of regret; but the facts of the case do not seem to authorize the change of the contract from Ross to Mickler, nor the payment of the damages claimed by the latter. A liberal allowance will be made to him for the service he performed, and the present contractor will be requested to purchase his horses, if they are suitable for the service, and he has not a sufficient number of his own.

With great respect, I am your obedient servant,

JOHN McLEAN.

Hon. Mr. Cobb, Senate U. S.

20th Congress.]

No. 71.

[1st Session.

POSTAGE ON PAMPHLETS.

COMMUNICATED TO THE SENATE, ON THE 3D OF APRIL, 1828.

SIR:

POST OFFICE DEPARTMENT, *April 1, 1828.*

I do not know what was the object of the committee of the House of Representatives in reporting the enclosed bill, which provides "that all pamphlets transmitted by mail, under the direction of the State authorities, for the use of schools, shall be charged with the same rates of postage that are now charged upon periodical pamphlets," except what its language imports. The superintendent of public schools for Maryland distributed a large number of circulars through the mail last year, for which letter postage was charged. These circulars were not published in pamphlet form; and if the object of the bill be to exempt such papers from letter postage, the provision will be found inadequate. By the construction which has been given by the Department to the law regulating the postage on periodical pamphlets, they are called periodical if published annually or more frequently. If the committee be desirous of exempting from letter postage all communications by a public agent on the subject of public schools, the provisions of the bill should specify that object; but it is presumed they did not intend to make this exemption.

I know of no objection to the bill, though it will introduce no new principle, from the construction now given to the law, as regulating the postage on pamphlets published annually.

With great respect, your obedient servant,

JOHN McLEAN.

Hon. RICHARD M. JOHNSON, *Chairman, &c.*

20th Congress.]

No. 72.

[2d Session.

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 2, 1828.

POST OFFICE DEPARTMENT, *November 17, 1828.*

The Postmaster General has the honor to submit to the President of the United States the following statement, showing the gradual increase and present condition of the Post Office Department:

In 1792 there were	195	post offices, a revenue of	\$67,444, and	5,642	miles of post roads.
In 1797 do.	554	do. do.	213,998, and	16,180	do.
In 1802 do.	1,114	do. do.	327,045, and	25,315	do.
In 1807 do.	1,848	do. do.	478,763, and	33,755	do.
In 1812 do.	2,610	do. do.	649,208, and	39,378	do.
In 1817 do.	3,459	do. do.	1,002,973, and	52,089	do.
In 1823, ending 1st July, 4,498	do.	do.	1,114,344, and	82,763	do.
In 1828 do.	7,651	do. do.	1,598,134, and	114,536	do.

The above exhibit shows an augmentation of annual revenue within five years, ending 1st July, 1828, of \$483,790; a sum exceeding by \$18,655 a similar increase for eleven years preceding 1823, and falling short only \$165,418 of being equal to the total revenue of the Department in 1812.

Within the same time there have been established 3,153 additional post offices, being a greater number than was in operation in the United States in the year 1815.

From the most accurate calculation that can be made for the year ending 1st July, 1823, the mail was transported in stages four million four hundred and eighty-nine thousand seven hundred and forty-four miles, and on horseback five million five hundred and eleven thousand four hundred and ninety-six miles, making a total transportation of ten million one hundred thousand two hundred and forty miles annually. Since that period, there has been added a transportation of one million nine hundred and forty-nine thousand eight hundred and fifty miles annually in stages, and on horseback one million six hundred and fifty-eight thousand nine hundred and forty-nine miles; making an increase of three million six hundred and eight thousand eight hundred and forty-nine miles, which adds two hundred and seventy-five thousand and fifty-three miles (more than one-third) to the mail establishment of the country in 1823. And the augmented stage conveyance falls short only two hundred and ninety-five thousand and twenty-two miles of being equal to one-half the entire stage transportation in the Union at that time.

This extension of the mail has been accompanied by great increase of expedition on almost all the important routes. On many of them it is now conveyed at the rate of one hundred miles a day.

As Congress at their last session declined making any appropriation of the surplus funds of the Department, with the expectation, as was believed, that they should be applied in diffusing mail facilities throughout the Union, and increasing them where required by the public interest, an augmentation to the conveyance of the mail of five hundred and thirty-seven thousand two hundred and sixty-four miles in stages, and two hundred and sixty-one thousand seven hundred and four miles on horseback, making a total of seven hundred and ninety-eight thousand nine hundred and sixty miles, has been made the past year. This, with the additional compensation to postmasters, arising from increased receipts, the accumulation of free letters, for which two cents each are paid, and incidental expenses, has added to the expenditures of the Department, within the year, the sum of \$250,094 46. The augmented revenue of the Department since 1st July, 1823, has been sufficient to meet the annual expense incurred by the increase of mail facilities, and leaves the sum of \$187,302 52 unexpended.

It is believed to be good policy to keep the funds of the Department actively employed in extending its operations until the reasonable wants of every community shall be supplied. By withdrawing mail accommodations from all unproductive routes, and substituting a horse for a stage transportation on many others, a very large surplus of funds would annually accumulate; but the public convenience would be greatly lessened, and the means of information withheld from districts of country but sparsely inhabited. There is no branch of the Government in whose operations the people feel a more lively interest than in those of this Department; its facilities being felt in the various transactions of business, in the pleasures of correspondence, and the general diffusion of information. In the course of every year no inconsiderable amount of the active capital of the country, in some form or other, passes through the

mail. To connect important places by frequent lines of intercourse, combine speed with all the security possible, and extend the mail wherever it may be wanted, constitute the objects which have influenced the policy of the Department.

It may be advantageous to the public and the Department, at some future time, for it to become the insurer of moneys transmitted in the mail, being authorized to charge a higher rate of postage in such cases, to indemnify for the risk incurred. To guard against frauds, this responsibility must necessarily be limited to packets mailed at the principal offices, under such regulations as shall afford the greatest possible security.

Some pains have been taken to ascertain the exact number of persons employed by the Department, including postmasters, assistant postmasters, clerks, contractors, and persons engaged in transporting the mail, and, although only partial returns have been received, it is believed the total number is about twenty-six thousand nine hundred and fifty-six. There are about seventeen thousand five hundred and eighty-four horses employed, and two thousand eight hundred and seventy-nine carriages, including two hundred and forty-three sulkeys and wagons.

The receipts of the year ending 1st July, 1828, as above stated, amounted to the sum of - \$1,598,134 40
Those of the preceding year were - - - - - 1,473,551 00

Making an increase of this sum above the receipts of 1827, - - - - - 124,583 40

The expenditures of the year ending 1st July last amounted to the sum of - - - - - 1,623,333 43

Leaving an excess of expenditure beyond the receipts of - - - - - 25,199 03

In this excess there is not included the sum of \$12,729 24, which was paid by the Department under a special act of Congress.

By the last annual report there was a surplus sum of money in deposit and due from postmasters, including judgments obtained on old accounts, amounting to - - - - - 370,033 37

From this sum deduct the above excess of expenditure, - - - - - \$25,199 03

And the amount paid into the treasury under the above law, - - - - - 12,729 24

37,928 27

Leaving this amount of surplus, - - - - - \$332,105 10

20th CONGRESS.]

No. 73.

[2d Session.]

NETT AMOUNT OF POSTAGE ACCRUING AT EACH POST OFFICE, FOR THE YEAR ENDING MARCH 31, 1828.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 14, 1829.

SIR:

POST OFFICE DEPARTMENT, *January 14, 1829.*

In obedience to a resolution of the House of Representatives passed March 1, 1825, I have the honor to transmit you, herewith, a statement of the nett amount of postage accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1828; and showing the nett amount accruing in each State and Territory.

With great respect, I have the honor to be your obedient servant,

JOHN McLEAN.

The Hon. ANDREW STEVENSON,

Speaker of the House of Representatives.

A statement of the nett amount of postages accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1828; and showing the nett amount accruing in each State and Territory; made in obedience to a resolution of the House of Representatives, passed March 1, 1825.

NEW YORK.

Acasto, - - -	\$9 52	Andes, - - -	\$38 03	Baldwinsville, - - -	\$113 16
Accord, - - -	33 33	Andover, - - -	4 46	Ballston, - - -	87 91
Acra, - - -	4 00	Angelica, - - -	198 34	Ballston Spa, - - -	526 16
Adams, - - -	129 01	Angel's Corner, - - -	20	Bangor, - - -	26 39
Adamsville, - - -	21 52	Angola, - - -	2 32	Barre, - - -	103 12
Addison, - - -	9 81	Antwerp, - - -	77 67	Barrington, - - -	33 56
Albany, - - -	10,971 79	Appling, - - -	4 73	Barton, - - -	1 31
Albion, - - -	231 35	Apulia, - - -	17 92	Bason Clove, - - -	13
Alden, - - -	41 11	Argyle, - - -	136 87	Batavia, - - -	1,148 20
Alexander, - - -	90 39	Arkport, - - -	12 54	Bates, - - -	67
Alexandria, - - -	29 10	Arthursburg, - - -	13 12	Bath, - - -	335 12
Alfred, - - -	27 96	Arquebogue, - - -	67	Bedford, - - -	129 85
Allen, - - -	8 89	Athens, - - -	147 74	Beekman, - - -	68 31
Allenville, - - -	4 76	Athol, - - -	8 70	Beekmantown, - - -	13 54
Alloway, - - -	37 66	Attica, - - -	117 82	Belfast, - - -	11 81
Almond, - - -	29 16	Attlebury, - - -	24 75	Belle Isle, - - -	26 11
Alps, - - -	19 39	Auburn, - - -	2,189 89	Belleville, - - -	23 58
Amber, - - -	39 67	Augusta, - - -	46 15	Bemus, - - -	1 79
Amenia, - - -	38 45	Aurélius, - - -	38 24	Bennington, - - -	35 13
Amenia Union Society, - - -	69 82	Auriclesville, - - -	26 19	Beaton, - - -	69 14
Amity, - - -	20 71	Aurora, - - -	285 43	Bergen, - - -	71 69
Amsterdam, - - -	164 48	Austerlitz, - - -	45 06	Berkshire, - - -	59 44
Anaquaascook, - - -	5 01	Avon, - - -	160 38	Berlin, - - -	57 65
Ancram, - - -	25 05	Bainbridge, - - -	116 38	Bern, - - -	14 49

NEW YORK—Continued.

Bethany, - - -	\$70 54	Centre Gorham, - - -	\$6 03	Danube, - - -	\$31 43
Bethel, - - -	19 76	Central Square, - - -	60 25	Dansville Village, - - -	172 30
Bethlehem, - - -	23 45	Centreville, A. county, - - -	36 96	Danville, - - -	20 25
Bettsburg, - - -	9 74	Centreville, U. county, - - -	18 53	Dashville Falls, - - -	2 72
Black Creek, - - -	6 79	Champion, - - -	89 79	Davenport, - - -	19 38
Black Rock, - - -	348 75	Champion South Roads, - - -	6 86	Decatur, - - -	30 89
Blenheim, - - -	36 74	Champlain, - - -	99 55	De Kalb, - - -	34 95
Bloomington, - - -	125 96	Chapelsburg, - - -	1 50	Delhi, - - -	219 94
Bloomington, - - -	12 78	Charleston, - - -	52 89	Delphi, - - -	75 34
Blooming Grove, - - -	79 59	Charlotte, - - -	46 14	Demott's Corner, - - -	73 61
Bloomville, - - -	17 51	Charlottevile, - - -	7 29	Denmark, - - -	77 85
Bolivar, - - -	5 34	Charlton, - - -	111 93	Depauville, - - -	6 95
Bolton, - - -	39 01	Chateaugay, - - -	58 21	Deposit, - - -	48 46
Boonville, - - -	85 23	Chatham, - - -	80 09	De Ruyter, - - -	90 23
Bordino, - - -	51 44	Chatham Four Corners, - - -	23 27	Dewitt's Valley, - - -	8 87
Boston, - - -	58 22	Chaumont, - - -	23 81	Dewittsville, - - -	9 83
Bovina, - - -	37 37	Chazy, - - -	96 30	Dix Hills, - - -	6 10
Bowman's Creek, - - -	21 25	Chemung, - - -	23 03	Doty's Corner, - - -	3 63
Brainard's Bridge, - - -	40 34	Chenango Forks, - - -	29 24	Douw's, - - -	5 79
Bridgehampton, - - -	51 62	Chenango Point, - - -	330 14	Dover, - - -	49 43
Bridgeport, - - -	2 60	Chicks Valley, - - -	338 25	Dresden, - - -	4 61
Bridgewater, - - -	111 18	Chestnut Ridge, - - -	1 43	Drown Meadow, - - -	17 69
Brighton, - - -	92 78	Chester, O. county, - - -	39 12	Dryden, - - -	70 59
Bristol, - - -	74 06	Chester, U. county, - - -	62 62	Duanesburg, - - -	78 96
Broadabin, - - -	131 21	Chili, - - -	29 85	Dunkirk, - - -	43
Brockett's Bridge, - - -	9 11	Chitteningo, - - -	288 02	Durham, - - -	128 20
Brockport, - - -	259 65	Christian Hollow, - - -	1 28	Dutchess, - - -	1 27
Bronx, - - -	4 81	Church Tract, - - -	6 35	Eagle, - - -	4 77
Brookfield, - - -	50 59	Circus, - - -	70 07	East Avon, - - -	66 05
Brooklyn, - - -	1,237 55	Cincinnati, - - -	41 56	East Bethany, - - -	24 08
Brookville, - - -	10 06	Clarence, - - -	92 05	East Bloomfield, - - -	219 76
Broome, - - -	29 53	Clarendon, - - -	51 23	East Branch, - - -	2 58
Brownsville, - - -	351 10	Clarksborough, - - -	11 30	East Chester, - - -	53 84
Brutus, - - -	84 33	Clark's Corner, - - -	16 71	East Evans, - - -	20 56
Bruynswyck, - - -	18 40	Clarkson, - - -	235 12	East Hamburg, - - -	15 26
Buckram, - - -	13 23	Clarkstown, - - -	23 37	East Hamilton, - - -	21 65
Buffalo, - - -	1,281 85	Claverack, - - -	109 02	East Hampton, - - -	89 25
Bullville, - - -	25 61	Clermont, - - -	69 99	East Hunter, - - -	6 29
Burdette, - - -	62 44	Clinton, - - -	308 64	East Koy, - - -	1 96
Burlington, - - -	89 84	Clinton Hollow, - - -	25 84	East Moriah, - - -	21 51
Burlington Flats, - - -	14 80	Clintonville, - - -	9 25	Easton, - - -	76 64
Bushnell's Basin, - - -	9 45	Clockville, - - -	18 96	East Owego, - - -	1 41
Buskirk's Bridge, - - -	79 89	Clovesville, - - -	33 91	East Pike, - - -	4 92
Busti, - - -	24 80	Clyde, - - -	39 85	East Ridge, - - -	78 47
Butternuts, - - -	142 95	Clymer, - - -	2 87	East Schuyler, - - -	22 23
Byrnesville, - - -	4 63	Cobleskill, - - -	50 67	East Sempronius, - - -	22 32
Byron, - - -	84 11	Cochecton, - - -	35 68	Eaton, - - -	82 47
Cairo, - - -	147 94	Coeysmans, - - -	68 75	Eaton Bush, - - -	15 00
Caldwell, - - -	72 89	Cohocton, - - -	53 70	Eaton's Corner, - - -	30 48
Caledonia, - - -	175 68	Colchester, - - -	32 52	Eden, - - -	29 79
Cambria, - - -	19 37	Coldenham, - - -	55 33	Edenville, - - -	17 89
Cambridge, - - -	242 13	Cold Springs, P. county, - - -	141 09	Edinburgh, - - -	37 34
Camden, - - -	140 32	Cold Springs, S. county, - - -	50 28	Edmeston, - - -	43 61
Cameron, - - -	7 08	Colesville, - - -	27 70	Elba, - - -	47 96
Camillus, - - -	178 33	Collins's, - - -	86 32	Elbridge, - - -	134 21
Campbellstown, - - -	21 56	Collins's Mills, - - -	23 84	Enfield, - - -	27 44
Canan, - - -	84 14	Colosse, - - -	70 98	Ellenville, - - -	36 35
Canaan Four Corners, - - -	50 97	Columbia, H. county, - - -	29 53	Ellery, - - -	40 26
Canajoharie, - - -	175 63	Columbia, St. L. county, - - -	50 56	Ellicottsville, - - -	46 42
Canajoharie Centre, - - -	25 79	Columbiaville, - - -	69 11	Ellington, - - -	17 40
Canandaigua, - - -	1,944 32	Columbus, - - -	53 70	Ellisburg, - - -	121 51
Canastota, - - -	102 80	Columbus Corners, - - -	18 60	Elmira, - - -	181 53
Candor, - - -	46 64	Concord, - - -	9 03	Elm, - - -	3 85
Candee, - - -	11 06	Conesus, - - -	7 90	Ephratah, - - -	20 46
Canisteo, - - -	57	Conewango Creek, - - -	34 97	Erie, - - -	45 87
Canoga, - - -	21 75	Conklin, - - -	11 34	Erieville, - - -	29 55
Cannonsville, - - -	12 17	Conquest, - - -	18 26	Erwin, - - -	50 98
Canton, - - -	90 32	Constable, - - -	29 53	Esopus, - - -	5 52
Cape Vincent, - - -	194 95	Constableville, - - -	16 46	Esperance, - - -	159 51
Carlisle, - - -	58 99	Constantia, - - -	53 77	Essex, - - -	124 52
Carmel, - - -	71 61	Cooperstown, - - -	738 49	Etna, - - -	26 58
Caroline, - - -	50 30	Coothill, - - -	8 29	Evans, - - -	59 59
Carpenter's Point, - - -	20 36	Copake, - - -	14 13	Evans's Mills, - - -	67 52
Carroll, - - -	19 30	Copenhagen, - - -	49 35	Exeter, - - -	96 20
Carthage, - - -	83 05	Cotnam, - - -	5 21	Fabius, - - -	22 17
Casaga, - - -	3 78	Corinth, - - -	57 30	Factoryville, - - -	175 47
Castile, - - -	58 28	Cornelia, - - -	46	Fairfield, - - -	2 14
Castleton, - - -	18 01	Cortlandtown, - - -	39 08	Fairview, - - -	17 17
Catharine's Landing, - - -	37 91	Cortlandt Village, - - -	207 97	Fall Creek, - - -	26 00
Catharine, - - -	57 81	Coventry, - - -	71 72	Fallsburg, - - -	26 30
Catlin, - - -	19 00	Covert, - - -	45 39	Farmer, - - -	49 30
Cato, - - -	53 96	Covington, - - -	71 73	Farmers, Orleans county, - - -	2 27
Cato Four Corners, - - -	24 70	Coxsackie, - - -	267 19	Farmersville, - - -	25 25
Catskill, - - -	920 25	Crab Meadow, - - -	21 94	Farmington, - - -	53 41
Caughnawaga, - - -	96 94	Craigsville, - - -	26 29	Farms, - - -	19 41
Cayuga, - - -	72 30	Cranberry Creek, - - -	13 92	Fayette, - - -	41 78
Cayuga Creek, - - -	36 89	Crawford, - - -	20 23	Fayetteville, - - -	99 71
Cayuga Inlet, - - -	1 56	Cross River, - - -	14 87	Federal Store, - - -	22 50
Cayuta, - - -	8 51	Crown Point, - - -	75 87	Felt's Mills, - - -	18 02
Cazenovia, - - -	443 89	Cuba, - - -	23 91	Fenelon, - - -	5 61
Cedarville, - - -	13 35	Cuddebackville, - - -	11 41	Fenner, - - -	18 53
Centre Almond, - - -	2 74	Cutchoque, - - -	11 19	Fineville, - - -	8 12
Centre Berlin, - - -	6 23	Danby, - - -	68 43	Fireplace, - - -	16 83
Centre China, - - -	3 03	Danielsville, - - -	16 22	Fishkill, - - -	199 01

NEW YORK—Continued.

Fishkill Landing, -	\$164 37	Hampden, -	\$18 74	Kirkland, -	\$22 79
Fishkill Plains, -	4 86	Hamilton, -	335 49	Knowlesville, -	30 76
Fish Lake, -	8 05	Hammond, -	43 79	Knox, -	39 46
Flatbush, -	24 24	Hampton, -	26 19	Kortright, -	79 33
Fleming, -	25 48	Hancock, -	11 15	Lafayetteville, -	2 98
Flemingsville, -	2 23	Hanford's Landing, -	7 38	Lafayette, -	65 15
Florence, -	28 14	Hannibal, -	45 84	La Grange, -	6 98
Florida, -	41 68	Hanover, -	79 91	Lairdsville, -	41 50
Floyd, -	44 58	Harford, -	17 88	Lakeville, -	4 22
Flushing, -	58 65	Harlem, -	89 30	Lansingburg, -	689 53
Fluvanna, -	5 08	Harmony, -	21 95	Laona, -	16 20
Fly Creek, -	40 85	Harpending's Corners, -	21 20	Lassellsville, -	12 86
Forrestburgh, -	2 07	Harpersfield, -	51 19	Laurens, -	95 75
Forks, -	30 23	Harper's Centre, -	38 13	Lawrence's Mills, -	2 79
Fort Ann, -	156 72	Harpersville, -	21 77	Lawyersville, -	14 30
Fort Ann Ridge, -	1 35	Harrisburg, -	6 79	Learned's, -	5 60
Fort Covington, -	163 81	Harrison, -	21 02	Lebanon, -	65 56
Fort Edwards, -	113 93	Hartford, -	99 39	Lee, -	45 72
Fort Johnson, -	2 07	Hartland, -	75 45	Leeds, -	51 08
Fort Miller, -	60 47	Hartsville, -	10 68	Leedsville, -	1 40
Fort Plain, -	51 37	Hartwick, -	83 73	Leesville, -	39 40
Posterville, -	9 29	Haverstraw, -	52 29	Lenox, -	153 49
Fowler, -	44 77	Head of Cow Neck, -	36 21	Leonardsville, -	30 07
Fowlersville, -	47 59	Hebron, -	59 86	Leoni, -	6 33
Frankfort, -	82 18	Hector, -	54 72	Le Raysville, -	123 48
Franklin, -	113 73	Hector Falls, -	15 19	Le Roy, -	461 25
Franklinville, -	46 49	Helen, -	16 06	Lewis, -	42 32
Predonia, -	370 14	Hempstead, -	50 36	Lewiston, -	1,476 99
Freedom, -	28 03	Henderson, -	78 67	Lexington, -	24 72
Freedom Plains, -	8 02	Henrietta, -	112 19	Lexington Heights, -	14 34
Freehold, -	6	Herkimer, -	203 86	Lcyden, -	145 59
Freetown, -	9 24	Hillsdale, -	98 65	Liberty, -	38 12
Freetown Corners, -	28 80	Hinsdale, -	14 10	Libertyville, -	22 52
French Creek, -	68	Hogansburg, -	31 53	Lima, -	194 82
Freysbush, -	26 59	Holland, -	25 73	Limerick, -	16 94
Friendship, -	68 72	Holland Patent, -	32 42	Lindsleytown, -	6 39
Fulton, -	148 55	Holley, -	81 94	Linklaen, -	18 80
Gaines, -	224 86	Homer, -	309 49	Lisbon, -	34 60
Gainesville, -	34 88	Honesville, -	104 67	Lisle, -	77 85
Galen, -	139 93	Hope, -	5 13	Litchfield, -	43 49
Gallupville, -	13 92	Hopeton, -	27 93	Lithgow, -	17 11
Galway, -	180 12	Hopewell, -	70 76	Little Britain, -	16 39
Gardnersville, -	20 72	Hopkinton, -	65 28	Little Falls, -	350 86
Garrattsville, -	7 99	Hornby, -	14 18	Little Valley, -	18 27
Geddes, -	103 29	Hornellsville, -	33 36	Liverpool, -	80 83
Genegantslet, -	10 58	Hoosick, -	101 95	Livingston, -	119 12
Genesee, -	609 87	Hoosick Falls, -	78 19	Livingstonville, -	33 43
Geneva, -	2,530 41	Howard, -	26 73	Livonia, -	170 04
Genoa, -	68 47	Hudson, -	1,343 69	Lloydsville, -	14 27
Georgetown, -	30 79	Hume, -	8 37	Locke, -	66 02
German Flats, -	30 96	Hunter, -	70 21	Lockport, -	796 80
Germantown, -	16 58	Hunter's Land, -	4 95	Lodi, -	7 74
Gerry, -	57 72	Huntington, -	57 13	Loon Lake, -	1 17
Ghent, -	48 34	Huntington, South, -	24 82	Lorraine, -	33 02
Gibsonville, -	4 81	Hunt's Hollow, -	47 23	Louisville, -	30 18
Gilbertsville, -	61 43	Huntsville, -	59 59	Lower Addison, -	13 76
Gilboa, -	45 46	Hyde Park, -	212 26	Lowville, -	254 01
Glenn, -	39 48	Ingersoll's Store, -	9 60	Ludlowville, -	178 34
Glenn's Falls, -	270 16	Inman's Cross Roads, -	13 41	Luzerne, -	9 13
Glenville, -	33 26	Ionia, -	25 12	Lyme, -	12 41
Goff's Mills, -	5 16	Ira, -	63 90	Lyons, -	594 85
Gorham, -	80 40	Islip, -	24 55	Lysander, -	90 09
Goshen, -	285 97	Italy, -	27 24	McConnellsville, -	17 80
Gouverneur, -	95 86	Ithaca, -	584 38	McDonough, -	26 26
Grafton, -	18 71	Jackson, -	53 37	Macedon, -	52 86
Granby, -	17 05	Jacksonville, -	69 57	McLean, -	32 14
Granville, -	262 04	Jamaica, -	229 79	Madison, -	177 62
Great Valley, -	23 22	Jamestown, -	223 95	Magnolia, -	1 44
Greece, -	40 97	Jameville, -	104 10	Malden, -	27 43
Greenburgh, -	72 44	Jasper, -	16 09	Malone, -	205 40
Greenbush, -	132 15	Jay, -	29 76	Maltaville, -	14 54
Green, -	156 13	Jefferson, -	40 01	Malta, -	34 29
Greenfield, -	87 18	Jericho, -	20 81	Mamakating, -	65 11
Green River, -	23 82	Jersey, -	16 15	Mamaroneck, -	100 50
Greenville, -	116 34	Jerusalem, -	19 61	Manchester, -	154 87
Greenwich, -	188 25	Johnsburg, -	28 74	Manchester Village, -	64 35
Greenwood, -	80	Johnson Creek, -	35 74	Manheim, -	38 16
Greigsville, -	32 87	Johnstown, -	469 95	Manheim Centre, -	6 38
Griffin's Mills, -	5 11	Jonesville, -	14 82	Manlius, -	481 23
Groton, -	101 97	Jordan, -	53 53	Manlius Centre, -	21 22
Groveland, -	42 43	Joslin's Corners, -	2 60	Mansville, -	69 35
Guilderland, -	26 72	Keene, -	16 50	Marbletown, -	61 93
Guilford, -	80 42	Keesville, -	229 10	Marcellus, -	168 51
Gurnee's Mills, -	6 98	Kelloggville, -	91 01	Marengo, -	45 67
Guy's Tavern, -	92	Kempville, -	43 96	Marion, -	29 28
Hadley, -	12 30	Kennedysville, -	5 13	Marlborough, -	65 11
Hagaman's Mills, -	6 50	Kent, -	11 76	Martinsburgh, -	125 50
Hague, -	18 83	Ketcham's Corners, -	35 26	Maryland, -	24 47
Haight, -	84	Kinderhook, -	324 07	Masonville, -	32 09
Halcottsville, -	1 38	Kingsborough, -	62 84	Massena, -	63 92
Half Moon, -	57 05	Kingsburg, -	50 14	Matteson's Mills, -	3 62
Hallsville, -	12 74	King's Ferry, -	100 49	Mattituck, -	16 46
Hamburg, -	85 81	Kingston, -	550 10	Mayfield, -	59 61
Hamburg on the Lake, -	9 80	Kinney's Four Corners, -	11 59	Mayville, -	230 83

NEW YORK—Continued.

Mead's Creek, - - -	\$11 12	Northampton, - - -	\$66 01	Philadelphia, - - -	\$40 90
Mechanicville, - - -	53 68	North Blenheim, - - -	18 04	Phillipsburgh, - - -	37 59
Mecklinburgh, - - -	30 63	North Castle, - - -	23 61	Pierpont, - - -	9 71
Medina, - - -	110 82	North Chatbam, - - -	12 24	Pike, - - -	82 40
Mendon, - - -	132 46	North China, - - -	13 44	Pinckney, - - -	8 41
Meredith, - - -	63 30	North East, - - -	49 40	Pine Plains, - - -	68 73
Mexico, - - -	123 78	North Easton, - - -	8 07	Pine's Bridge, - - -	5 45
Middleburgh, - - -	89 00	North Granville, - - -	121 09	Pitcher, - - -	30 01
Middlebury, - - -	72 97	North Greenwich, - - -	34 49	Pittsfield, - - -	6 80
Middlebury Village, - - -	104 40	North Hector, - - -	8 58	Plainfield, - - -	37 27
Middlefield, - - -	50 32	North Hempstead, - - -	20 12	Pittsford, - - -	273 75
Middlefield Centre, - - -	19 22	North Lansing, - - -	16 24	Pittsford, - - -	88 46
Middle Island, - - -	20 63	North Norwich, - - -	31 66	Pittsford, - - -	1 70
Middleport, - - -	58 44	North Penfield, - - -	36 56	Plainville, - - -	29 07
Middlesex, - - -	47 27	North Romulus, - - -	34 79	Plattehill, - - -	692 91
Middleville, - - -	56 83	North Salem, - - -	38 33	Plattsburg, - - -	162 08
Middletown, D. county, - - -	25 40	North Stephenstown, - - -	10 18	Pleasant Valley, - - -	9 58
Middletown, O. county, - - -	56 34	Northtown, - - -	38 59	Pleasant, - - -	25 78
Middletown, S. county, - - -	16 62	Northumberland, - - -	65 51	Plymouth, - - -	148 12
Milan, - - -	31 10	Northville, - - -	13 89	Pompey, - - -	18 99
Milford, - - -	21 71	North Weathersfield, - - -	12 43	Pondville, - - -	32 24
Milfordville, - - -	19 28	Norway, - - -	63 66	Poplar Ridge, - - -	17 74
Miller's Place, - - -	15 55	Norwich, - - -	278 73	Portage, - - -	10 64
Mill Grove, - - -	2 38	Nunda, - - -	32 34	Port Barnett, - - -	151 18
Milltown, - - -	5 85	Oak Hill, - - -	25 00	Port Glasgow, - - -	11 12
Millville, - - -	17 01	Oakland, - - -	32 25	Port Kent, - - -	12 83
Milton, - - -	32 46	Oak Orchard, - - -	35 83	Portland, - - -	38 82
Mina, - - -	55 17	Ogden, - - -	2 79	Portland Harbor, - - -	1 53
Minaborough, - - -	1 58	Ogdensburg, - - -	949 74	Portville, - - -	13 06
Minaville, - - -	75 43	Olean, - - -	81 37	Potsdam, - - -	235 67
Minden, - - -	18 06	Oneida, - - -	70 62	Potter's Hollow, - - -	12 55
Minerva, - - -	2 94	Onondaga Court-house, - - -	239 05	Poughkeepsie, - - -	1,498 43
Minisink, - - -	28 87	Onondaga, - - -	223 51	Poundridge, - - -	11 71
Moffitt's Store, - - -	22 44	Ontario, - - -	84 35	Prattsburgh, - - -	104 16
Monroe, - - -	37 58	Openheim, - - -	32 70	Preble, - - -	69 13
Monroe Works, - - -	54 00	Oran, - - -	54 40	Preston, - - -	20 24
Montezuma, - - -	117 32	Orange, - - -	11 41	Preston Hollow, - - -	18 65
Monticello, - - -	172 77	Orangeville, - - -	23 33	Princeton, - - -	8 48
Montville, - - -	2 11	Oregon, - - -	2 99	Prospect Hill, - - -	30 79
Moore's, - - -	22 40	Oriakany, - - -	85 26	Providence, - - -	23 43
Mooresville, - - -	16 40	Orrington, - - -	21 30	Pulaski, - - -	5 82
Moresca, - - -	51 48	Orville, - - -	73 69	Pultney, - - -	33 12
Moreland, - - -	5 52	Oswego, - - -	571 21	Putnam, - - -	21 44
Morish, - - -	57 49	Oswego Falls, - - -	66 42	Quaker Hill, - - -	29 79
Moriches, - - -	48 05	Osisco, - - -	96 07	Quaker Springs, - - -	22 49
Morristown, - - -	113 30	Otisville, - - -	14 93	Quincy, - - -	29 81
Morrisville, - - -	219 52	Otselic, - - -	28 43	Ramapo Works, - - -	105 10
Morseville, - - -	12 47	Otto, - - -	3 61	Rathbun's Settlement, - - -	5 61
Moscow, - - -	133 61	Ovid Village, - - -	343 20	Reading, - - -	39 02
Mountain Ridge, - - -	21 45	Owasco, - - -	59 79	Red Creek, - - -	8 24
Mount Hope, - - -	44 09	Owego, - - -	135 40	Redfield, - - -	16 75
Mount Morris, - - -	93 78	Oxbow, - - -	77 36	Red Hook, - - -	104 73
Mount Pleasant, - - -	212 01	Oxford, - - -	319 69	Red Hook Landing, - - -	161 20
Mount Ross, - - -	7 68	Oyster Bay, - - -	38 22	Red Mills, - - -	15 90
Mount Upton, - - -	54 85	Oyster Bay, South, - - -	12 32	Remsen, - - -	83 91
Mount Washington, - - -	96	Oyster Ponds, - - -	34 06	Rensselaerville, - - -	164 48
Mud Creek, - - -	6 13	Paine's Hollow, - - -	15 42	Rexford Flats, - - -	26 86
Murray, - - -	88 72	Painted Post, - - -	31 43	Reynoldsville, - - -	9 40
Musquito Cove, - - -	31 61	Palatine, - - -	45 47	Rhodes, - - -	11
Nankin, - - -	5 51	Palatine Bridge, - - -	119 28	Rhinebeck, - - -	275 28
Nanticoke, - - -	22 29	Palenville, - - -	16 74	Richfield, - - -	74 56
Naples Village, - - -	79 78	Palermo, - - -	12	Richford, - - -	31 68
Nashville, - - -	8 26	Palmyra, - - -	720 40	Richland, - - -	154 05
Nassau, - - -	88 25	Panama, - - -	14 42	Richmond, O. county, - - -	149 67
Nelson, - - -	70 61	Paradox, - - -	11 07	Richmond, R. county, - - -	41 86
Newark, - - -	168 19	Paris, - - -	1 29	Richmondville, - - -	30 89
Newark Valley, - - -	34 70	Paris Furnace, - - -	117 72	Ridgebury, - - -	13 12
New Baltimore, - - -	30 10	Parishville, - - -	54 52	Ridgeville, - - -	2 31
New Berlin, - - -	157 90	Parma, - - -	59 54	Ridgeway, - - -	72 85
Newburg, - - -	694 67	Partridge Island, - - -	98 29	Riga, - - -	117 97
Newburnville, - - -	14 23	Patchogue, - - -	4 69	Ripley, - - -	53 65
Newcastle, - - -	1 80	Patten's Mills, - - -	36 66	River Road, - - -	4 24
New Concord, - - -	19 61	Patterson, - - -	2 35	Rochester, - - -	6,175 63
Newfane, - - -	23 40	Pauling's, - - -	46 28	Rockland, - - -	6 40
Newfield, - - -	36 34	Pavilion, - - -	52 35	Rock Stream, - - -	32 48
New Hartford, - - -	369 01	Peekskill, - - -	50 08	Rodman's, - - -	63 96
New Haven, - - -	53 52	Pembroke, - - -	260 46	Rome, - - -	534 96
New Lebanon, - - -	244 73	Pendleton, - - -	57 45	Romulus, - - -	104 35
New Lisbon, - - -	66 66	Penfield, - - -	33 67	Root, - - -	35 24
New London, - - -	14 37	Penn Yan, - - -	140 15	Rose's, - - -	15 65
New Milford, - - -	4 28	Pepacton, - - -	511 59	Rosendale, - - -	9 53
New Paltz, - - -	84 69	Perch River, - - -	2 45	Rossie Iron Works, - - -	13 67
New Paltz Landing, - - -	33 96	Perrington, - - -	7 27	Rotterdam, - - -	8 19
New Rochelle, - - -	106 04	Perry Centre, - - -	57 69	Rouse's Point, - - -	55 02
New Scotland, - - -	6 40	Perryburgh, - - -	122 86	Roxbury, - - -	38 63
New Vernon, - - -	6 40	Perryville, - - -	52 04	Royalton, - - -	93 96
Newville, - - -	10 52	Peru, - - -	32 36	Royalton Centre, - - -	24 10
New Woodstock, - - -	44 72	Peterborough, - - -	32 88	Rush, - - -	90 48
New York City, - - -	124,530 17	Petersburgh, - - -	172 26	Rushford, - - -	40 28
Niagara Falls, - - -	147 91	Petersburgh Four Corners, - - -	55 81	Rushville, - - -	101 79
Nichols, - - -	20 93	Pharsalia, - - -	1 14	Russell, - - -	12 53
Norfolk, - - -	58 31	Phelps, - - -	21 47	Russia, - - -	83 45
North Almond, - - -	9 98		228 48	Russia Iron Works, - - -	96 28
North Amenia, - - -	29 56			Rutland, - - -	50 68

NEW YORK—Continued.

Rye, -	\$29 08	South Venice, -	\$20 03	Virgil, -	\$58 32
Sackett's Harbor, -	448 82	Southville, -	3 87	Vista, -	6 35
Sag Harbor, -	151 77	South Wales, -	13 64	Volney, -	51 39
St. Johnsville, -	77 08	South Westborough, -	3 34	Waddington, -	212 22
Salem, -	401 38	Spafford, -	42 49	Wadham's Mills, -	4 27
Salem Centre, -	2 89	Sparta, -	31 01	Wading River, -	9 74
Salina, -	361 52	Speedsville, -	21 74	Wakeman's Settlement, -	7 18
Salisbury, -	87 90	Spencer, -	54 44	Walden, -	99 37
Salisbury Mills, -	43 43	Spencertown, -	66 53	Wales, -	28 18
Salt Point, -	13 89	Split Rock, -	3 27	Walkill, -	16 85
Saltspringville, -	6 75	Spraker's Basin, -	11 84	Waltersville, -	4 50
Sand Bank, -	13 76	Springfield, -	185 21	Walton, -	65 38
Sandford, -	5 28	Spring Mills, -	1 11	Wampsville, -	51 44
Sand Lake, -	68 43	Springville, -	88 26	Wappinger's Creek, -	59 01
Sandy Creek, -	57 32	Springwater, -	22 96	Wardsbridge, -	137 21
Sandy Hill, -	310 37	Staatsburgh, -	42 18	Warren, -	73 02
Sangerfield, -	97 92	Stafford, -	79 69	Warsaw, -	179 62
Saratoga Springs, -	662 09	Stamford, -	35 68	Warwick, -	79 17
Sardina, -	38 99	Stamfordville, -	48 09	Washington, -	118 13
Saugerties, -	136 31	Stark, -	85 47	Washington Hollow, -	22 21
Sauquoit, -	76 24	Stephentown, -	82 90	Waterborough, -	5 17
Sawpit, -	74 88	Sterling, -	8 87	Waterford, -	347 59
Schaghticoke, -	180 73	Steuben, -	41 38	Waterloo, -	344 26
Schenectady, -	1,330 74	Stillwater, -	134 76	Watertown, -	1,014 64
Schoadack, -	39 44	Stillwellville, -	22 41	Watervale, -	12 80
Schock Landing, -	14 92	Stockbridge, -	1 32	Waterville, D. county, -	143 21
Scholarie Court-house, -	130 48	Stockholm, -	35 21	Waterville, O. county, -	67 29
Scholarie Kill, -	41 51	Stockton, -	20 83	Watervleit, -	243 04
Schroon, -	44 78	Stokes, -	19 92	Watervleit Centre, -	29 38
Schuylersville, -	155 92	Stony Brook, -	13 86	Wawarsing, -	42 77
Scienceville, -	19 05	Stormville, -	17 60	Wayne, -	32 50
Scio, -	2 25	Stow's Square, -	15 07	Wayne Hotel, -	21 21
Scipio, -	69 14	Stuyvesant Landing, -	37 93	Weed's Corners, -	18 98
Sconodona, -	12 98	Suffolk, -	36 95	Weedsport, -	188 00
Scotchtown, -	19 90	Sugar Hill, -	5 53	Wellsburgh, -	9 75
Scotland, -	1 68	Sullivan, -	132 83	West Almond, -	10 70
Scott, -	29 92	Summer Hill, -	31 51	West Bloomfield, -	189 90
Scottville, -	105 89	Summer's Valley, -	4 00	West Chemung, -	8 44
Scriba, -	30 37	Summit, -	23 68	West Chester, -	98 27
Searsville, -	18 56	Summitville, -	9 84	West Cicero, -	19 61
Seelysburg, -	29 36	Susquehanna, -	8 21	Westerloo, -	4 53
Sempronius, -	129 56	Sweden, -	56 63	Western, -	62 49
Seneca, -	22 32	Syracuse, -	1,012 55	West Farms, -	101 97
Seneca Falls, -	288 33	Taberg, -	77 50	Westfield, -	200 41
Setauket, -	43 79	Taghkanic, -	3 30	Westford, -	53 76
Shandakin, -	8 31	Tappan Village, -	23 12	West Fowler, -	3 84
Sharon, -	48 48	Theresa, -	34 71	West Galway Church, -	66 37
Shawangunk, -	70 53	The Square, -	30 38	West Hampton, -	19 31
Shelby, -	90 58	Thomasville, -	55	West Hebron, -	36 68
Shelby Basin, -	4 02	Throopville, -	41 97	West Hill, -	2 03
Sheldon, -	83 09	Thurman, -	60 74	West Leyden, -	7 22
Sherburne, -	117 73	Ticonderoga, -	170 93	West Linklaen, -	56
Sheridan, -	15 90	Tomhannock, -	60 58	West Lowville, -	2 85
Sherwood's Corner, -	77 80	Tompkins, -	8 67	West Martinsburgh, -	3 39
Shookville, -	3 40	Tompkinsville, -	82 35	West Mendon, -	67 71
Short Tract, -	6 80	Tonawanta, -	32 79	West Meredith, -	27 35
Sidney, -	16 17	Trenton, -	166 95	West Middleburgh, -	3 39
Sidney Plains, -	30 46	Triangle, -	21 97	Westmoreland, -	121 38
Siloam, -	10 00	Tripe's Hill, -	21 04	West Town, -	32 58
Silver Lake, -	4 76	Troy, -	4,587 83	West Point, -	895 87
Silver Creek, -	26 65	Trumansburgh, -	274 41	West Port, -	59 75
Skaneateles, -	524 09	Truxton, -	115 30	West Richmond, -	24 12
Slaterville, -	19 75	Tully, -	75 38	West Schuyler, -	39 53
Slansville, -	43 59	Turin, -	115 13	West Winfield, -	1 43
Smithsborough, -	31 29	Tyler, -	16 12	West Stockholm, -	4 79
Smithstown, -	72 51	Tyrene, -	39 14	Wethersfield, -	16 01
Smith's Valley, -	17 08	Unadilla, -	109 18	Whalen's Store, -	41 56
Smithville, -	52 89	Unadilla Forks, -	10 74	Wheatland, -	71 13
Smithville Flats, -	47 18	Union, -	33 04	Wheeler, -	18 82
Smyrna, -	84 89	Union Ellery, -	9 29	White Creek, -	122 58
Sodus Point, -	19 18	Union Society, -	10 41	White Hall, -	322 43
Solon, -	29 86	Union Springs, -	124 13	White Lake, -	39 95
Somers, -	95 20	Union Square, -	51 12	White Plains, -	92 57
Somerset, -	35 50	Union Village, -	25 66	Whitesboro', -	443 95
South Amenia, -	31 62	Unionville, -	26 38	White's Store, -	9 42
Southampton, -	60 04	Upper Lisle, -	9 20	Whitney's Point, -	13 94
South Bainbridge, -	35 88	Upper Red Hook, -	104 08	Willet, -	7 88
South Bristol, -	13 36	Urbana, -	58 79	Williamson's, -	41 50
South Brookfield, -	10 11	Utica, -	5,203 67	Williamstown, -	40 96
South Chili, -	19 77	Valentine's, -	24 65	Williamsville, -	109 30
South Danube, -	39	Venice, -	56 13	Willink, -	73 16
South Dover, -	22 13	Varysburg, -	7 38	Willeville, -	1 91
South Durham, -	12 66	Vermont, -	10 77	Willsboro', -	57 25
South East, -	53 20	Vernal, -	9 97	Wilmington, -	19 22
South German, -	9 01	Vernon, -	329 18	Wilna, -	29 22
South Hartford, -	22 60	Vernon Centre, -	67 94	Wilson, -	18 47
South Kortright, -	30 29	Verona, -	120 28	Wilton, -	30 45
South Le Roy, -	10 51	Vesper, -	11 42	Windham, -	123 95
South New Berlin, -	42 02	Vestal, -	2 68	Windsor, -	87 68
Southold, -	39 19	Veteran, -	18 66	Winfield, -	96 24
South Pembroke, -	34 95	Victor, -	139 83	Wolcott, -	100 66
South Port, -	15 99	Victory, -	43 74	Woodstock, -	42 39
South Rutland, -	11 20	Vienna, -	41 27	Woodwardville, -	47
South Salem, -	33 35	Villanova, -	19 62	Woodville, -	27 09

NEW YORK—Continued.

Worcester, - - -	\$42 84	York, - - -	\$134 01	Youngstown, - - -	\$413 99
Wynant's Kill, - - -	24 03	Yorkshire, - - -	21 75	Zoar, - - -	91
Yatesville, - - -	9 58	Yorktown, - - -	26 31		
Yonkers, - - -	108 07	Young's Office, - - -	4 93	Total of New York, -	\$252,875 99

MAINE.

Abbot, - - -	\$4 87	East Pittston, - - -	\$23 08	Madison, - - -	\$13 09
Albany, - - -	7 87	East Poland, - - -	2 01	Madison East, - - -	4 69
Albion, - - -	49 46	East Pond, - - -	54	Mattanawcook, - - -	10 63
Alfred, - - -	74 21	Eastport, - - -	754 75	Maxfield, - - -	6 50
Alna, - - -	52 02	East Rumford, - - -	8 40	Mercer, - - -	26 02
Andover, - - -	25 95	East Shapley, - - -	1 87	Mexico, - - -	5 65
Anson, - - -	65 45	East Thomaston, - - -	85 33	Milburn, - - -	59 17
Appleton, - - -	34 54	East Turner, - - -	3 81	Milltown, - - -	2 56
Athens, - - -	45 55	East Vassalborough, - - -	22 54	Milo, - - -	20 03
Atkinson, - - -	20 21	Eddington, - - -	17 24	Minot, - - -	82 14
Augusta, - - -	595 83	Eden, - - -	67 06	Monmouth, - - -	59 94
Avon, - - -	6 41	Edgecomb, - - -	27 70	Monroe, - - -	24 63
Bald Hill, - - -	8 80	Elliot, - - -	18 77	Monson, - - -	6 40
Baldwin, - - -	28 68	Ellsworth, - - -	226 75	Montville, - - -	54 33
Bangor, - - -	1,293 80	Emery's Mills, - - -	48 38	Mount Desert, - - -	30 28
Bath, - - -	1,090 76	Etna, - - -	6 32	Mount Vernon, - - -	36 56
Belfast, - - -	566 51	Exeter, - - -	46 15	Mount Vernon Village, - - -	45
Belgrade, - - -	15 00	Factoryville, - - -	17 11	Narraguagus, - - -	57 70
Belmont, - - -	24 74	Fairfield, - - -	29 13	Newburg, - - -	21 06
Berwick, - - -	49 88	Fairfield Corners, - - -	9 14	New Castle, - - -	122 46
Bethel, - - -	51 37	Farmington, - - -	101 64	New Gloucester, - - -	63 24
Bingham, - - -	13 26	Farmington Falls, - - -	17 39	Newport, - - -	33 95
Blakesburg, - - -	5 37	Payette, - - -	22 60	New Portland, - - -	27 81
Blazoo's Corner, - - -	63	Foxcroft, - - -	29 72	New Sharon, - - -	44 88
Bloomfield, - - -	47 14	Frankfort, - - -	183 01	New Vineyard, - - -	66
Blue Hill, - - -	70 89	Freedom, - - -	17 26	Nobleboro', - - -	30 95
Boothbay, - - -	67 78	Freeman, - - -	15 77	Norridgewock, - - -	93 52
Bowdoin, - - -	28 17	Freeport, - - -	116 88	North Bridgeton, - - -	31 93
Bowdoinham, - - -	230 30	Fryburg, - - -	113 23	North Clinton, - - -	5 48
Brewer, - - -	47 66	Gardiner, - - -	802 82	North Hartford, - - -	8 18
Brewer Village, - - -	2 54	Garland, - - -	23 83	North Leeds, - - -	2 11
Bridgeton, - - -	50 32	Gilead, - - -	7 81	North Livermore, - - -	24 06
Bristol, - - -	31 40	Goff's Corners, - - -	6 97	North Norway, - - -	8 90
Brooks, - - -	26 20	Gorham, - - -	130 95	Northport, - - -	30 24
Brookville, - - -	10 34	Gouldsborough, - - -	38 37	North Turner, - - -	8 17
Brownfield, - - -	21 15	Gray, - - -	48 25	North Yarmouth, - - -	243 96
Brown's Corner, - - -	43 52	Great Works, - - -	57	Norway, - - -	71 59
Brownsville, - - -	13 01	Greene, - - -	47 20	Ogunquit, - - -	4 39
Brunswick, - - -	819 75	Greenwood, - - -	35	Oldtown, - - -	53 40
Buckfield, - - -	48 83	Guilford, - - -	10 63	Olamon, - - -	1 86
Bucksport, - - -	231 86	Hallowell, - - -	1,085 36	Oxford, - - -	87
Buxton, - - -	58 85	Hallowell Cross Roads, - - -	16 11	Orland, - - -	32 08
Calais, - - -	388 50	Hampden, - - -	115 70	Orono, - - -	52 77
Camden, - - -	212 82	Harmony, - - -	24 45	Orrington, - - -	51 05
Canaan, - - -	23 16	Harrington, - - -	13 30	Otis East, - - -	9 74
Canton, - - -	19 66	Hartford, - - -	12 81	Otisfield, - - -	19 21
Cape Neddick, - - -	22 05	Hartland, - - -	6 44	Oxford, - - -	3 18
Carmel, - - -	11 52	Hebron, - - -	18 20	Palermo North, - - -	11 79
Castine, - - -	506 28	Hiram, - - -	30 65	Palmyra, - - -	34 38
Centre Minot, - - -	14 27	Hollis, - - -	46 77	Paris, - - -	74 20
Charleston, - - -	21 41	Hope, - - -	38 59	Parkman, - - -	8 12
Chesterville, - - -	33 62	Houlton, - - -	46 13	Parsonfield, - - -	62 90
China, - - -	132 81	Hussey's Mills, - - -	1 56	Passadumkeag, - - -	1 68
Clinton, - - -	37 50	Industry, - - -	19 45	Penobscot, - - -	38 17
Columbia, - - -	67 90	Jackson, - - -	14 50	Perry, - - -	9 17
Concord, - - -	2 71	Jay, - - -	32 58	Phillips, - - -	46 78
Cooper, - - -	3 27	Jefferson, - - -	25 89	Phippsburgh, - - -	127 44
Corinna, - - -	13 06	Jeffersborough, - - -	23 23	Pinnaquom, - - -	9 39
Corinth, - - -	20 98	Kennebunk, - - -	293 22	Pittsfield, - - -	6 46
Cornish, - - -	38 96	Kennebunk Port, - - -	290 04	Plymouth, - - -	2 94
Cornville, - - -	11 73	Kent's Hill, - - -	21 96	Poland, - - -	48 47
Craigie's Mills, - - -	31 06	Kilmarnock, - - -	6 51	Porter Ridge, - - -	9 80
Cumberland, - - -	74 60	Kingfield, - - -	12 79	Porter's Mills, - - -	94
Cumberland Centre, - - -	5 05	Kittery, - - -	16 45	Portland, - - -	4,539 19
Dan's Mills, - - -	38 00	Knox, - - -	10 80	Pownal, - - -	14 65
Danville, - - -	25 23	Lebanon, - - -	21 48	Prospect, - - -	25 70
Dearborn, - - -	7 34	Lebanon Centre, - - -	7 73	Pushaw, - - -	3 76
Deer Isle, - - -	47 15	Leeds, - - -	22 34	Readfield, - - -	57 35
Denmark, - - -	12 93	Leeds South, - - -	7 84	Richmond, - - -	52 54
Dennysville, - - -	31 27	Levant, - - -	30 87	Ripley, - - -	8 80
Dexter, - - -	39 87	Lewiston, - - -	32 24	Robbinston, - - -	117 39
Dixfield, - - -	31 13	Limerick, - - -	84 03	Rumford, - - -	32 90
Dixmont, - - -	48 36	Limington, - - -	50 47	Sacarappa, - - -	41 34
Dover, - - -	35 65	Lincolnville, - - -	72 47	Saco, - - -	1,048 43
Dresden, - - -	69 88	Lisbon Four Corners, - - -	47 80	Saint Alban's, - - -	19 22
Dresden Mills, - - -	32 20	Litchfield, - - -	55 60	Sanford, - - -	35 14
Durham, - - -	39 10	Litchfield Corners, - - -	8 80	Sangerville, - - -	35 34
Dutton, - - -	3 13	Little River Village, - - -	7 02	Scarboro', - - -	49 40
East Bethel, - - -	7 85	Livermore, - - -	36 60	Searsmont, - - -	48 86
East Corinth, - - -	4 88	Lovell, - - -	16 93	Sebec, - - -	50 72
East Elliot, - - -	13 13	Lubeck, - - -	215 43	Seboeis, - - -	11 54
East Livermore, - - -	17 43	Lyman, - - -	12 12	Sedgwick, - - -	43 37
East Machias, - - -	154 28	Machias, - - -	158 91	Sheepscot Bridge, - - -	4 52
East Minot, - - -	1 36	Machias Port, - - -	50 58	Sidney, - - -	30 96

MAINE—Continued.

Solon, - - -	\$9 94	Thomaston, - - -	\$604 20	Wells, - - -	\$103 35
South Berwick, - - -	245 35	Thorncliffe, - - -	8 46	West Gloucester, - - -	6 74
South Hartford, - - -	3 25	Topsham, - - -	183 13	West Jefferson, - - -	10 07
South Paris, - - -	17 60	Trenton, - - -	21 01	West Minot, - - -	11 98
South Montville, - - -	5 69	Troy, - - -	17 80	West Prospect, - - -	71 89
South Solon, - - -	5 53	Turner, - - -	42 91	West Waterville, - - -	1 51
South Vassalborough, - - -	16 73	Union, - - -	74 22	Whitfield, - - -	32 04
Southwest Harbor, - - -	31 95	Unity, - - -	38 88	Whiting, - - -	12 65
South Waterford, - - -	46	Upper Yarmouth, - - -	1 95	Williamsburgh, - - -	11 21
South Yarmouth, - - -	66 71	Vassalborough, - - -	127 15	Wilton, - - -	76 73
Standish, - - -	44 16	Vienna, - - -	17 67	Windham, - - -	34 27
Stark, - - -	15 97	Vinalhaven, - - -	36 44	Windsor, - - -	22 87
Steuben, - - -	51 42	Waldo, - - -	8 87	Winslow, - - -	32 81
Strong, - - -	15 52	Waldoborough, - - -	168 76	Winthrop, - - -	169 35
Sullivan, - - -	63 39	Wales, - - -	12 39	Wiscasset, - - -	504 03
Sumner, - - -	17 89	Warren, - - -	158 60	Woodstock, - - -	1 59
Surry, - - -	34 29	Washington, - - -	9 25	Woodwich, - - -	48 21
Sunkhaze, - - -	3 39	Waterborough, - - -	25 21	York, - - -	101 99
Swanville, - - -	22 57	Waterford, - - -	66 57		
Sweden, - - -	6 12	Waterville, - - -	347 50	Total of Maine, - - -	\$26,997 64
Temple Mills, - - -	16 16	Wayne, - - -	35 56		

NEW HAMPSHIRE.

Ackworth, - - -	\$60 63	Glynnville, - - -	\$81 44	North Charlestown, - - -	\$8 63
Alstead, - - -	84 82	Goffstown, - - -	60 57	North Chichester, - - -	4 80
Alton, - - -	13 83	Goshen, - - -	28 46	Northfield, - - -	39 24
Amherst, - - -	198 24	Grafton, - - -	29 21	Northampton, - - -	19 75
Amuskeag, - - -	59 96	Great Falls, - - -	440 09	North Haverhill, - - -	9 33
Andover, - - -	50 07	Greenfield, - - -	32 70	North Ridge, - - -	47
Antrim, - - -	36 76	Greenland, - - -	37 16	North Sandwich, - - -	3 05
Atkinson, - - -	32 45	Groton, - - -	1 18	Northumberland, - - -	18 21
Barnstead, - - -	17 35	Hampstead, - - -	49 19	Northwood, - - -	39 72
Barrington, - - -	12 09	Hampton, - - -	58 59	Nuttingham, - - -	17 62
Bartlett, - - -	6 27	Hampton Falls, - - -	25 07	Nottingham West, - - -	24 97
Bath, - - -	181 55	Hancock, - - -	50 21	Oxford, - - -	110 97
Bedford, - - -	42 56	Hanover, - - -	371 36	Ossipee, - - -	37 22
Bethlehem, - - -	19 91	Haverhill, - - -	177 96	Orfordville, - - -	9 01
Boscawen, - - -	90 52	Hawke, - - -	7 72	Paper Mill Village, - - -	7 72
Bradford, - - -	45 49	Hebron, - - -	41 65	Peeling, - - -	9 56
Brentwood, - - -	16 73	Henniker, - - -	70 66	Pelham, - - -	32 10
Bristol, - - -	74 05	Hillsborough, - - -	62 49	Pembroke, - - -	98 18
Campton, - - -	34 48	Hillsborough Bridge, - - -	12 03	Peterborough, - - -	121 82
Canaan, - - -	52 25	Hinsdale, - - -	29 80	Piermont, - - -	26 64
Candia, - - -	29 74	Holderness, - - -	26 43	Piscataquisville, - - -	49 07
Canterbury, - - -	33 78	Hollis, - - -	72 67	Pittsfield, - - -	39 64
Centre Barnstead, - - -	3 97	Hookset, - - -	31 36	Plainfield, - - -	45 99
Centre Conway, - - -	6 37	Hopkinton, - - -	110 93	Plaistow, - - -	22 68
Centre Harbor, - - -	29 87	Jaffray, - - -	82 28	Plymouth, - - -	143 09
Charlestown, - - -	229 39	Jefferson, - - -	8 32	Poplin, - - -	6 66
Chester, - - -	108 29	Keene, - - -	511 18	Portsmouth, - - -	1,902 22
Chesterfield, - - -	67 15	Kensington, - - -	24 56	Raymond, - - -	31 35
Chesterfield Factory, - - -	1 60	Kingston, - - -	57 02	Richmond, - - -	28 60
Chichester, - - -	11 88	Lancaster, - - -	164 84	Rindge, - - -	71 88
Claremont, - - -	233 70	Lamprey River, - - -	88 66	Rochester, - - -	68 56
Colebrook, - - -	51 00	Langdon, - - -	18 09	Rumney, - - -	60 57
Columbia, - - -	11 91	Lebanon, - - -	195 61	Salem, - - -	33 39
Concord, - - -	451 15	Lempster, - - -	57 21	Salisbury, - - -	101 79
Conway, - - -	33 78	Lisbon, - - -	43 56	Salisbury Village, - - -	44 79
Cornish, - - -	74 50	Litchfield, - - -	6 65	Sandbornton, - - -	68 56
Cornish Flats, - - -	13 36	Londonderry, - - -	22 05	Sandbornton Bridge, - - -	31 41
Croydon, - - -	36 35	Loudon, - - -	13 53	Sandwich, - - -	76 16
Dalton, - - -	18 28	Loudon Ridge, - - -	8 42	Seabrook, - - -	22 44
Deerfield, - - -	41 26	Loudon Village, - - -	19 20	Shaker Village, - - -	78
Deering, - - -	19 18	Lower Bartlett, - - -	12 69	Shelburn, - - -	18 08
Derry, - - -	167 87	Lyme, - - -	96 95	Smith Village, - - -	66 90
Dorchester, - - -	16 43	Lyndeborough, - - -	34 75	South Deerfield, - - -	20 10
Dover, - - -	964 43	Madbury, - - -	2 20	South Hampton, - - -	12 51
Drewsville, - - -	30 55	Marlborough, - - -	27 66	South Weare, - - -	9 21
Dublin, - - -	29 96	Marlow, - - -	14 77	Springfield, - - -	23 19
Dunbarton, - - -	35 11	Mason, - - -	76	Stewartstown, - - -	17 71
Dunstable, - - -	366 31	Meredith, - - -	84 08	Stoddard, - - -	20 58
Durham, - - -	133 50	Meredith Village, - - -	27 46	Strafford, - - -	13 29
East Gilmanton, - - -	8 36	Meriden, - - -	73 61	Strafford Corners, - - -	1 92
East Kingston, - - -	10 88	Middletown, - - -	8 31	Stratford, - - -	9 82
East Ware, - - -	57	Milford, - - -	50 43	Stratham, - - -	21 50
Eaton, - - -	21 74	Milton, - - -	21 14	Surry, - - -	18 55
Effingham, - - -	32 41	Milton Mills, - - -	7 74	Sutton, - - -	22 42
Enfield, - - -	54 82	Moultonborough, - - -	35 93	Sutton Village, - - -	9 81
Epping, - - -	55 53	Mount Vernon, - - -	44 96	Swansey, - - -	41 01
Epsom, - - -	27 25	Nelson, - - -	37 21	Tamworth, - - -	50 71
Exeter, - - -	482 43	New Boston, - - -	47 31	Temple, - - -	32 45
Farmington, - - -	27 31	New Chester, - - -	45 61	Thornton, - - -	24 39
Fishersfield, - - -	11 15	New Durham, - - -	15 18	Thornton's Ferry, - - -	55 98
Fitzwilliam, - - -	68 06	New Durham Plainfield, - - -	1 20	Troy, - - -	25 66
Francistown, - - -	75 60	New Ipswich, - - -	206 74	Tuftonborough, - - -	24 03
Franconia, - - -	50 66	New London, - - -	41 53	Union, - - -	5 24
Gilford, - - -	70 06	New Market, - - -	24 89	Unity, - - -	25 01
Gilford Village, - - -	12 92	Newport, - - -	136 13	Upper Gilmanton, - - -	8 06
Gilmanton, - - -	87 45	North Barnstead, - - -	3 64	Wakefield, - - -	61 71
Gilmanton Iron Works, - - -	17 43	North Barrington, - - -	27	Walpole, - - -	44 43

NEW HAMPSHIRE—Continued.

Warner, - - -	\$44 28	West Deering, - - -	\$5 89	Wilton, - - -	\$58 97
Warren, - - -	13 75	Westmoreland, - - -	79 00	Winchester, - - -	95 17
Washington, - - -	82 35	West Rumney, - - -	1 62	Windham, - - -	27 84
Weare, - - -	47 00	West Thornton, - - -	7	Wolfborough, - - -	53 06
Wentworth, - - -	29 03	West Warner, - - -	10 64		
West Branch, - - -	38	Whitefield, - - -	3 66		
West Chester, - - -	12 15	White Mountain, - - -	1 13		
				Total of N. Hampshire, \$14,582 76	

VERMONT.

Addison, - - -	\$25 41	Guildhall, - - -	\$43 13	Rupert, - - -	\$41 08
Albany, - - -	16 20	Guilford, - - -	26 23	Rutland, - - -	288 75
Alburgh, - - -	27 25	Guilford Village, - - -	44 81	Ryegate, - - -	55 52
Andover, - - -	33 01	Halifax, - - -	54 65	St. Alban's, - - -	387 76
Arlington, - - -	93 37	Hancock, - - -	24 41	St. Johnsbury Plain, - - -	82 07
Athens, - - -	3 46	Hardwick, - - -	63 49	St. Johnsbury East, - - -	31 11
Bakersfield, - - -	42 43	Hartford, - - -	168 79	St. Johnsbury North, - - -	16 09
Barnard, - - -	62 49	Hartland, - - -	138 45	Salisbury, - - -	61 52
Barnet, - - -	81 65	Highgate, - - -	56 85	Saxton's River, - - -	57 92
Barre, - - -	129 18	Hinesburgh, - - -	106 20	Shaftsbury, - - -	68 90
Barton, - - -	45 04	Hubbardstown, - - -	36 15	Sharon, - - -	51 54
Bellows Falls, - - -	306 56	Huntington, - - -	4 14	Sheffield, - - -	8 21
Bennington, - - -	191 13	Hyde Park, - - -	17 57	Shelburn, - - -	47 80
Benson, - - -	84 97	Ira, - - -	17 89	Sheldon, - - -	54 11
Berkshire, - - -	39 70	Irassburgh, - - -	18 15	Sherburne, - - -	1 07
Berlin, - - -	26 37	Jamaica, - - -	38 53	Shoreham, - - -	98 10
Bethel, - - -	44 32	Jericho, - - -	66 20	Shrewsbury, - - -	30 81
Bolton, - - -	8 98	Johnson, - - -	39 72	Snow's Store, - - -	22 70
Bradford, - - -	78 21	Kellyvale, - - -	11 00	South Hero, - - -	19 85
Brandon, - - -	103 14	Kingston, - - -	8 26	Springfield, - - -	120 92
Brattleborough, - - -	62 76	Lamoilleville, - - -	2 24	Starksborough, - - -	23 12
Bridgewater, - - -	8 10	Land Grove, - - -	5 00	Stockbridge, - - -	43 29
Bridgeport, - - -	98 56	Leicester, - - -	19 77	Stow, - - -	19 89
Bristol, - - -	51 75	Londonderry, - - -	29 71	Stratford, - - -	81 99
Brookfield, - - -	49 28	Ludlow, - - -	64 73	Sudbury, - - -	54 04
Brownington, - - -	39 39	Lunenburg, - - -	35 49	Sunderland, - - -	20 57
Burke, - - -	35 06	Lyndon, - - -	82 95	Sutton, - - -	27 38
Burlington, - - -	1,171 24	McIndoe's Falls, - - -	28 39	Swanton, - - -	82 74
Cabot, - - -	37 74	Manchester, - - -	177 48	Thetford, - - -	106 69
Cambridge, - - -	76 47	Marlborough, - - -	46 36	Tinmouth, - - -	41 25
Canaan, - - -	18 05	Marshfield, - - -	14 76	Topsham, - - -	24 66
Castleton, - - -	182 86	Middlebury, - - -	824 31	Townsend, - - -	50 97
Cavendish, - - -	61 21	Middlesex, - - -	27 15	Troy, - - -	31 37
Charlotte, - - -	110 34	Middletown, - - -	63 13	Tunbridge, - - -	47 41
Chelsea, - - -	116 22	Milton, - - -	95 70	Underhill, - - -	14 25
Chester, - - -	125 48	Minshead, - - -	3 46	Vergennes, - - -	390 77
Chimney Point, - - -	22 85	Monkton, - - -	43 18	Vernon, - - -	18 82
Clarendon, - - -	43 16	Montgomery, - - -	16 70	Vershire, - - -	15 70
Concord, - - -	34 62	Montpelier, - - -	459 10	Waitsfield, - - -	45 78
Cornith, - - -	61 15	Moretown, - - -	16 68	Walden, - - -	13 51
Cornwall, - - -	51 72	Morristown, - - -	40 49	Wallingford, - - -	76 36
Coventry, - - -	29 99	Mount Holly, - - -	31 78	Wardsborough, - - -	58 10
Craftsbury, - - -	70 71	Newbury, - - -	62 68	Warren, - - -	26 76
Danby, - - -	55 24	New Haven, - - -	81 13	Washington, - - -	26 38
Danville, - - -	142 88	New Haven East Mills, - - -	5 77	Waterbury, - - -	84 81
Derby, - - -	16 20	Northfield, - - -	5 17	Waterford, - - -	53 24
Dorset, - - -	74 82	North Hartland, - - -	7 43	Wethersfield, - - -	81 05
Dover, - - -	25 79	North Hero, - - -	18 68	Wells, - - -	1 95
Dummerstown, - - -	24 76	Norwich, - - -	139 00	Well's River, - - -	61 92
East Berkshire, - - -	5 19	Orange, - - -	12 65	Westford, - - -	27 64
East Bethel, - - -	13 17	Orwell, - - -	85 01	West Haven, - - -	29 47
East Dorset, - - -	9 50	Panton, - - -	15 54	Westminster, - - -	81 76
East Montpelier, - - -	8 12	Passumpsic, - - -	26 69	Weston, - - -	35 13
East Poultney, - - -	104 69	Pawlet, - - -	113 34	West Poultney, - - -	58 65
East Randolph, - - -	39 77	Peacham, - - -	116 40	West Randolph, - - -	1 64
East Rupert, - - -	2 79	Peru, - - -	10 83	West Rutland, - - -	23 03
East Williamstown, - - -	50 17	Pittsfield, - - -	20 51	West Topsham, - - -	45
Elmore, - - -	2 38	Pittsford, - - -	145 54	West Townsend, - - -	24 40
Enosburgh, - - -	44 05	Plainfield, - - -	21 84	Wheelock, - - -	16 71
Essex, - - -	21 82	Plymouth, - - -	18 63	Whiting, - - -	48 11
Factory Point, - - -	3 70	Point Pleasant, - - -	3 01	Whitingham, - - -	31 89
Fairfax, - - -	60 89	Post Mill Village, - - -	44 38	Williamstown, - - -	70 63
Fairfield, - - -	46 12	Pownal, - - -	42 73	Williamsville, - - -	20 15
Fair Haven, - - -	71 93	Proctorsville, - - -	38 46	Williston, - - -	75 53
Fairlie, - - -	18 32	Putney, - - -	120 89	Wilmington, - - -	90 06
Fayetteville, - - -	55 85	Quechee Village, - - -	4 36	Windham, - - -	36 59
Finneyville, - - -	6 00	Randolph, - - -	166 41	Windsor, - - -	327 27
Franklin, - - -	50 04	Reading, - - -	58 62	Winhall, - - -	10 16
Gaysville, - - -	3 73	Reedsborough, - - -	11 26	Wolcott, - - -	10 26
Georgia, - - -	74 83	Richford, - - -	11 06	Woodstock, - - -	457 83
Glover, - - -	1 81	Richmond, - - -	44 27	West Topsham, - - -	45
Grafton, - - -	58 38	Rochester, - - -	75 74	West Randolph, - - -	1 64
Grand Isle, - - -	16 83	Rockingham, - - -	70 19		
Greenbush, - - -	25 95	Roxbury, - - -	90		
Greensborough, - - -	28 44	Royalton, - - -	149 66		
				Total of Vermont, \$14,672 05	

MASSACHUSETTS.

Abington, - - -	\$127 18	Feeding Hills, - - -	\$31 80	New Marlborough, - - -	\$80 20
Adams, - - -	73 51	Fitchburg, - - -	141 89	New Rowley, - - -	58 59
Agawam, - - -	35 44	Florida, - - -	11 95	New Salem, - - -	41 82
Amesbury, - - -	222 88	Foxborough, - - -	54 14	Newton, - - -	24 92
Amherst, - - -	545 22	Framingham, - - -	209 82	Newton Lower Falls, - - -	120 73
Andover, - - -	886 72	Franklin, - - -	55 73	Newton Upper Falls, - - -	89 70
Ashburnham, - - -	65 61	Franklin Centre, - - -	70 42	North Adams, - - -	157 11
Ashby, - - -	61 93	Freetown, - - -	107 03	Northampton, - - -	1,569 65
Ashfield, - - -	96 01	Gardiner, - - -	33 55	North Andover, - - -	83 34
Athol, - - -	85 68	Gill, - - -	55 30	Northborough, - - -	107 36
Attleborough, - - -	95 64	Gloucester, - - -	485 48	North Bridge, - - -	92 99
Attleborough East, - - -	42 80	Goshen, - - -	29 04	North Bridgewater, No. 1, - - -	89 31
Barnstable, - - -	118 00	Grafton, - - -	227 47	North Bridgewater, No. 2, - - -	14 50
Barre, - - -	103 47	Granby, - - -	40 92	North Brookfield, - - -	1 05
Becket, - - -	31 52	Granville, - - -	32 23	North Chatham, - - -	2 69
Bedford, - - -	31 31	Great Barrington, - - -	234 61	North Dartmouth, - - -	17 56
Belchertown, - - -	200 31	Greenfield, - - -	382 19	North Fairhaven, - - -	73 51
Bellingham, - - -	24 82	Greenwich, - - -	32 80	North Falmouth, - - -	30 84
Berkley, - - -	35 54	Greenwich Village, - - -	35 67	Northfield, - - -	73 45
Bernardstown, - - -	66 76	Groton, - - -	220 85	North Leverett, - - -	76
Beverly, - - -	319 77	Hadley, - - -	103 91	North Marshfield, - - -	17 83
BillERICA, - - -	98 65	Hadley Upper Mills, - - -	7 94	North Middleboro', - - -	28 24
Blackstone, - - -	40 66	Halifax, - - -	41 35	North Plympton, - - -	8 47
Blanford, - - -	69 87	Hamilton, - - -	24 18	North Rochester, - - -	10 81
Bloody Brook, - - -	52 50	Hancock, - - -	29 00	North Village, - - -	13 87
Bolton, - - -	108 59	Hanover, - - -	145 07	North Wrentham, - - -	33 69
Boston, - - -	52,951 83	Hanson, - - -	44 80	Norton, - - -	60 88
Boxford, - - -	29 83	Hardwick, - - -	166 63	Norwich, - - -	25 17
Bradford, - - -	61 27	Harvard, - - -	86 43	Oakham, - - -	42 22
Braintree, - - -	61 95	Harwich, - - -	70 91	Orange, - - -	38 32
Brewster, - - -	103 79	Hatfield, - - -	77 67	Orleans, - - -	80 15
Brighton, - - -	109 07	Haverhill, - - -	519 95	Osterville, - - -	38 29
Brimfield, - - -	134 85	Hawley, - - -	31 98	Otis, - - -	54 55
Brookfield, - - -	132 45	Heath, - - -	45 18	Oxford, - - -	155 14
Buckland, - - -	26 69	Hingham, - - -	247 76	Palmer, - - -	117 65
Byfield, - - -	45 52	Hinsdale, - - -	85 55	Paxton, - - -	35 51
Cambridge, - - -	731 59	Holden, - - -	77 58	Pelham, - - -	36 44
Canton, - - -	181 47	Holland, - - -	14 37	Pembroke, - - -	60 75
Carver, - - -	38 26	Hollenbeck's, - - -	36 11	Pepperell, - - -	74 25
Centre Uxbridge, - - -	37 57	Holiston, - - -	87 49	Perru, - - -	49 48
Charlestown, - - -	83 58	Holmes's Hole, - - -	123 51	Petersham, - - -	107 34
Charlton, - - -	1,025 37	Hopkinton, - - -	39 82	Phillipston, - - -	37 86
Chatham, - - -	70 17	Hubbardston, - - -	71 98	Pittsfield, - - -	911 63
Chelmsford, - - -	103 92	Hyannis, - - -	132 48	Plainfield, - - -	43 49
Cheshire, - - -	96 04	Ipswich, - - -	226 80	Plymouth, - - -	499 38
Chester, - - -	39 42	Ireland, - - -	26 44	Plympton, - - -	31 09
Chester, - - -	45 84	Kingston, - - -	190 91	Pocasset, - - -	75
Chester Factories, - - -	14 67	Leicester, - - -	229 43	Princeton, - - -	95 73
Chesterfield, - - -	56 62	Lanesborough, - - -	159 93	Prescott, - - -	23 04
Chicapee, - - -	45 97	Lee, - - -	238 97	Provincetown, - - -	77 59
Chicapee Factory, - - -	103 09	Leicester, - - -	392 09	Quincy, - - -	228 18
Chilmark, - - -	36 14	Lenox, - - -	242 50	Randolph, - - -	209 88
Cohasset, - - -	54 96	Leominster, - - -	152 09	Raynham, - - -	30 52
Coleraine, - - -	77 52	Leverett, - - -	21 99	Reading, - - -	85 77
Concord, - - -	257 47	Lexington, - - -	55 47	Reading, North Parish, - - -	27 91
Conway, - - -	88 58	Leyden, - - -	4 31	Rehoboth, - - -	37 74
Cotuit Village, - - -	29 18	Lincoln, - - -	23 67	Richmond, - - -	83 62
Cumington, - - -	71 76	Littleton, - - -	77 80	Rochester, - - -	143 31
Dalton, - - -	64 92	Long Meadow, - - -	77 11	Rowe, - - -	34 88
Dana, - - -	23 15	Lowell, - - -	780 17	Rowley, - - -	45 20
Dartmouth, - - -	48 98	Ludlow, - - -	61 07	Roxbury, - - -	487 45
Dedham, - - -	304 87	Lunenburg, - - -	66 80	Royalton, - - -	69 27
Deerfield, - - -	124 81	Lynn, - - -	564 93	Russell, - - -	9 42
Dennis, - - -	40 42	Malden, - - -	119 64	Rutland, - - -	68 35
Dorchester, - - -	202 77	Manchester, - - -	91 76	Salem, - - -	4,654 81
Douglass, - - -	61 28	Mansfield, - - -	47 06	Salisbury, - - -	61 65
Dighton, - - -	55 74	Marblehead, - - -	507 37	Sandisfield, - - -	58 35
Dracut, - - -	26 37	Marlborough, - - -	95 53	Sandwich, - - -	184 74
Dudley, - - -	123 76	Marshfield, - - -	34 23	Sandy Bay, - - -	104 37
Duxbury, - - -	171 65	Mattapoisett, - - -	139 79	Savoy, - - -	23 68
East Brewster, - - -	12 91	Medfield, - - -	76 67	Scituate, - - -	107 33
East Bridgewater, - - -	130 85	Medford, - - -	187 30	Seckonk, - - -	19 85
East Dennis, - - -	2 19	Medway, - - -	152 64	Sharon, - - -	44 98
East Granville, - - -	32 08	Mendon, - - -	115 04	Sheffield, - - -	216 04
Eastham, - - -	47 98	Methuen, - - -	100 55	Shelburn, - - -	39 78
Easthampton, - - -	42 82	Middleborough, - - -	177 18	Sherburne, - - -	49 58
East Medway, - - -	39 74	Middlefield, - - -	45 81	Shirley, - - -	37 77
Easton, No. 1, - - -	111 23	Middle Granville, - - -	40 30	Shrewsbury, - - -	119 20
Easton, No. 2, - - -	19 79	Milford, - - -	84 31	Shutesbury, - - -	32 18
East Randolph, - - -	28 62	Milford Centre, - - -	40 67	Somerset, - - -	24 62
East Sandwich, - - -	11 36	Millbury, - - -	226 50	Southampton, - - -	75 65
East Salisbury, - - -	2 47	Millington, - - -	55	South Attleborough, - - -	39 48
East Stoughton, - - -	36 20	Millville, - - -	42 57	Southborough, - - -	68 01
East Sudbury, - - -	34 59	Milton, - - -	289 42	South Bridge, - - -	195 57
East Sutton, - - -	54 77	Monson, - - -	212 57	South Bridgewater, - - -	210 83
Edgartown, - - -	138 80	Montague, - - -	57 83	South Brimfield, - - -	21 17
Edgemont, - - -	75 41	Monument, - - -	89	South Dennis, - - -	56 75
Enfield, - - -	147 28	Nantucket, - - -	1,099 15	South Hadley, - - -	100 42
Erving's Grant, - - -	16 34	Natick, - - -	13 35	South Hadley Canal, - - -	84 48
Essex, - - -	62 03	Needham, - - -	13 41	South Lee, - - -	64 56
Fairhaven, - - -	166 48	New Bedford, - - -	2,35 75	South Leicester, - - -	95 93
Falley's Cross Roads, - - -	26 67	New Boston, - - -	9 58	South Orange, - - -	18 73
Fall River, - - -	465 86	New Braintree, - - -	75 90	South Oxford, - - -	2 35
Falmouth, - - -	251 63	Newburyport, - - -	2,170 61	South Reading, - - -	104 16

MASSACHUSETTS—Continued.

South Sandwich, - -	\$8 46	Tyringham South, - -	\$34 56	West Falmouth, - -	\$4 31
Southwick, - -	73 42	Upton, - -	82 93	Westfield, - -	296 72
South Williamstown, -	15 71	Uxbridge, - -	169 77	Westford, - -	62 76
South Wilbraham, - -	30 85	Walpole, - -	90 77	West Hampton, - -	25 12
South Wrentham, - -	19 47	Walpole Centre, - -	36 48	West Harwich, - -	37 86
Spencer, - -	86 21	Waltham, - -	241 70	West Middleborough, -	17 99
Springfield, - -	1,407 52	Ward, - -	41 42	Westminster, - -	91 86
Stafford Hill, - -	7	Ware, - -	254 49	West Newbury, - -	69 76
Sterling, - -	91 03	Wareham, - -	268 30	Weston, - -	52 48
Stockbridge, - -	315 90	Warwick, - -	58 99	Westport, - -	69 53
Stoneham, - -	31 07	Washington, - -	17 40	West Sandwich, - -	47 95
Stoughton, - -	48 00	Watertown, - -	260 06	West Springfield, - -	105 09
Stow, - -	66 76	Wellfleet, - -	48 19	West Stockbridge, - -	116 07
Sturbridge, - -	81 21	Wellington, - -	10 99	Weymouth, - -	128 77
Sunderland, - -	84 97	Wendell, - -	33 94	Whately, - -	32 20
Sutton, - -	94 37	Wenham, - -	16 71	Wilbraham, - -	108 79
Swansey, - -	68 93	West Amesbury, - -		Williamsburgh, - -	77 77
Taunton, - -	928 11	West Barnstable, - -	47 73	Williamstown, - -	294 56
Templeton, - -	171 31	West Becket, - -	26 20	Winchendon, - -	58 34
Tewkesbury, - -	31 68	Westborough, - -	147 03	Windsor, - -	18 30
Tisbury, - -	4 33	West Boylston, - -	104 35	Woburn, - -	101 89
Tolland, - -	22 54	West Bradford, - -	76 97	Wood's Hole, - -	18 06
Topsfield, - -	40 91	West Brewster, - -	29 51	Worcester, - -	1,008 45
Townsend, - -	64 57	West Bridgewater, - -	47 94	Worthington, - -	95 26
Troy, - -	62 50	West Brookfield, - -	166 40	Wrentham, - -	159 53
Truro, - -	57 71	West Cambridge, - -	70 26	Yarmouth, - -	76 73
Tyngsborough, - -	69 47	West Dedham, - -	36 46		
Tyringham, - -	25 77	Western, - -	100 43	Total of Massachusetts,	\$101,855 38

RHODE ISLAND.

Barrington, - -	\$24 36	Kingston, - -	\$58 91	Smithfield, - -	\$149 75
Bristol, - -	710 89	Lime Rock, - -	29 50	South Scituate, - -	13 08
Centreville, - -	58 75	Little Compton, - -	90 93	Tiverton, - -	35 70
Charleston, - -	10 50	Newport, - -	1,891 63	Tower Hill, - -	48 29
Chepachet, - -	77 13	North Scituate, - -	20 55	Wakefield, - -	45 69
Coventry, - -	41 66	Pawtucket, - -	819 74	Warren, - -	309 77
Cumberland Hill, - -	85 73	Pawtuxet, - -	19 27	Warwick, - -	47 51
East Greenwich, - -	160 35	Pine Hill, - -	40	Westerly, - -	149 65
Foster, - -	12 25	Portsmouth, - -	60 28	Wickford, - -	133 08
Fruit Hill, - -	15 45	Providence, - -	9,657 48		
Greenville, - -	16 53	Richmond, - -	9 48	Total of Rhode Island,	\$14,979 82
Hopkinton, - -	43 57	Slater's Village, - -	130 94		

CONNECTICUT.

Abington, - -	\$53 70	East Haven, - -	\$27 57	Meriden, - -	\$170 01
Andover, - -	46 08	East Windsor, - -	133 33	Middlebury, - -	9 70
Ashford, - -	105 94	Ellington, - -	54 80	Middle Haddam, - -	64 50
Barkhamstead, - -	95 08	Ellsworth, - -	29 54	Middletown, - -	2,646 15
Barkhamstead Hollow, -	2 60	Enfield, - -	105 63	Middletown Upper Houses,	75 66
Berlin, - -	223 24	Essex, - -	170 40	Milford, - -	141 48
Bethel, - -	93 62	Fairfield, - -	329 01	Mill Plain, - -	2 88
Bethlehem, - -	61 67	Farmington, - -	284 69	Mill River, - -	109 39
Bolton, - -	39 95	Franklin, - -	47 28	Milton, - -	26 36
Bozrahville, - -	68 18	Furnace Village, - -	76 80	Monroe, - -	38 47
Bradleyville, - -	19 61	Gaylord's Bridge, - -	16 38	Montville, - -	46 10
Branford, - -	46 08	Glastonbury, - -	110 97	Moosup, - -	2 02
Bridgeport, - -	822 28	Goshen, - -	175 16	Mystic River, - -	99 58
Bristol, - -	166 70	Granby, - -	39 88	New Canaan, - -	203 98
Brookfield, - -	68 62	Greenwich, - -	129 00	New Fairfield, - -	14 69
Brooklyn, - -	249 19	Griswold, - -	53 68	New Hartford, - -	127 61
Burlington, - -	87 17	Groton, - -	86 33	New Haven, - -	5,133 80
Canaan, - -	83 09	Guilford, - -	127 56	New London, - -	1,374 90
Canterbury, - -	161 49	Haddam, - -	104 44	New Milford, - -	186 31
Canton, - -	88 27	Hampton, - -	63 60	New Preston, - -	56 67
Chaplin, - -	19 39	Hartford, - -	4,511 55	New Salem, - -	53 71
Chatham, - -	83 97	Hartland, - -	15 35	Newtown, - -	123 80
Cheshire, - -	166 14	Harwinton, - -	133 69	Norfolk, - -	164 96
Chester, - -	89 28	Hebron, - -	123 05	North Canton, - -	3 78
Colchester, - -	194 34	Humphreysville, - -	82 96	Northfield Church, - -	16
Colebrook, - -	81 16	Huntington, - -	52 36	Northford, - -	39 00
Colebrook River, - -	27 38	Jewett City, - -	94 00	Northington, - -	35 27
Columbia, - -	53 01	Kent, - -	92 36	North Killingworth, - -	15 09
Cornwall, - -	60 43	Ketch Mills, - -	2 71	North Stonington, - -	58 41
Cornwall Bridge, - -	22 84	Killingly, - -	40 49	Norwalk, - -	546 12
Coventry, - -	71 49	Killingly Centre, - -	30 47	Norwich, - -	189 70
Danbury, - -	375 66	Killingworth, - -	70 81	Norwich City, - -	1,105 05
Darien, - -	69 70	Lebanon, - -	99 19	Norwich Falls, - -	3 28
Deep River, - -	1 59	Lisbon, - -	50 04	Oxford, - -	44 22
Derry, - -	174 10	Litchfield, - -	664 64	Plainfield, - -	135 61
Durham, - -	164 12	Little River, - -	13 29	Plymouth, - -	164 19
Eastford, - -	17 90	Lynde, - -	164 69	Pomfret, - -	170 14
East Goshen, - -	69 09	Madison, - -	75 10	Pomfret Landing, - -	5 73
East Granby, - -	40 73	Manchester, - -	120 56	Poquonock, - -	20 76
East Haddam, - -	206 06	Mansfield, - -	92 69	Preston, - -	56 08
East Hampton, - -	26 87	Mansfield Centre, - -	41 09	Redding, - -	27 47
East Hartford, - -	138 59	Marlborough, - -	54 67	Redding Town House, -	41 10

CONNECTICUT—Continued.

Ridgebury, - - -	\$17 02	Stepney, - - -	\$15 67	Watertown, - - -	\$120 03
Ridgefield, - - -	121 60	Sterling, - - -	39 81	West Brook, - - -	43 23
Riverhead, - - -	54 58	Stonington, - - -	265 41	West Chester, - - -	8 57
Rocky Hill, - - -	107 32	Stratford, - - -	239 77	West Hartford, - - -	23 78
Roxbury, - - -	31 36	Sufield, - - -	239 56	West Hartland, - - -	5 33
Salem Bridge, - - -	83 00	Tariffville, - - -	57 10	Weston, - - -	38 58
Salisbury, - - -	161 77	Thompson, - - -	128 71	West Woodstock, - - -	38 66
Saugatauck, - - -	216 60	Tolland, - - -	86 70	Wethersfield, - - -	305 67
Saybrook, - - -	179 50	Torrington, - - -	80 15	Willimantic, - - -	87 61
Scotland Society, - - -	43 10	Torrington, - - -	68 80	Willington, - - -	61 53
Sharon, - - -	148 03	Trumbull, - - -	12 55	Wilton, - - -	85 51
Sherman, - - -	31 78	Trumbull Long Hill, - - -	6 61	Winchester, - - -	246 43
Simsbury, - - -	74 68	Uncasville, - - -	2 45	Winchester Centre, - - -	24 90
Somers, - - -	54 82	Union, - - -	23 44	Windham, - - -	215 32
South Britain, - - -	15 63	Vernon, - - -	55 80	Windsor, - - -	128 15
Southbury, - - -	53 02	Voluntown, - - -	20 81	Wintonbury, - - -	34 57
South Canaan, - - -	78 69	Wallingford, - - -	71 25	Wolcottville, - - -	31 16
South Coventry, - - -	56 40	Warehouse Point, - - -	136 31	Woodbury, - - -	183 39
South Farms, - - -	65 08	Warren, - - -	54 72	Woodstock, - - -	89 43
South Glastonbury, - - -	22 57	Washington, - - -	50 50	Zoar Bridge, - - -	14 81
Southington, - - -	209 66	Waterbury, - - -	284 21		
South Killingly, - - -	44 38	Waterford, - - -	29 90		
Stafford Springs, - - -	122 70			Total of Connecticut, - - -	\$32,846 45

NEW JERSEY.

Absecomb, - - -	\$57 61	Fishing Creek, - - -	\$5 17	Mount Freedom, - - -	\$11 23
Alexandria, - - -	12 83	Flagtown, - - -	16 39	Mount Holly, - - -	161 52
Allamuchy, - - -	8 19	Flanders, - - -	11 76	Mount Pleasant, - - -	9 42
Allentown, - - -	94 18	Flemington, - - -	100 47	Mullica Hill, - - -	27 23
Allowaytown, - - -	28 71	Franklin, - - -	11 29	Newark, - - -	2,255 57
Amboy, - - -	169 65	Freehold, - - -	37 73	New Brunswick, - - -	1,415 58
Anderson, - - -	16 58	Glassborough, - - -	7 65	New Egypt, - - -	57 04
Andover, - - -	12 46	Gloucester Furnace, - - -	4 37	New Germantown, - - -	49 86
Arnetown, - - -	6 59	Goshen, - - -	8 21	New Hampton, - - -	17 73
Asbury, - - -	28 84	Gravel Hill, - - -	9 97	Newport, - - -	8 04
Augusta, - - -	16 98	Greenville, - - -	7 44	New Prospect, - - -	9 74
Aquackanonck, - - -	37 35	Greenwich, - - -	35 56	New Providence, - - -	23 51
Baptistown, - - -	12 59	Hackensack, - - -	121 86	Newton, - - -	228 88
Bargaintown, - - -	25 62	Hackettstown, - - -	65 47	New Vernon, - - -	9 53
Barneget, - - -	11 92	Haddonfield, - - -	50 16	New Village, - - -	19 83
Baskenridge, - - -	53 90	Hamburg, - - -	55 09	North Branch, - - -	5 23
Bass River Hotel, - - -	9 50	Hammoncton, - - -	5 49	Orange, - - -	95 53
Beemersville, - - -	9 65	Hancock, - - -	7 48	Parsippany, - - -	89 69
Beesley's, - - -	9 25	Hanover, - - -	53 84	Pascack, - - -	74
Belleville, - - -	153 04	Hanover Neck, - - -	15 23	Paterson, - - -	852 84
Belvidere, - - -	107 33	Hardwick, - - -	11 32	Peapack, - - -	9 10
Berkshire Valley, - - -	15 69	Harlring, - - -	27 03	Pedricktown, - - -	2 52
Bloomfield, - - -	128 69	Harmony, - - -	24 34	Pemberton, - - -	58 94
Bloomsburgh, - - -	20 19	Highstown, - - -	30 88	Pennington, - - -	32 73
Bordentown, - - -	77 74	Hoboken, - - -	28 22	Perryville, - - -	6 89
Bottle Hill, - - -	86 42	Hope, - - -	60 69	Pittsgrove, - - -	28 21
Bound Brook, - - -	61 06	Hopewell, - - -	16 20	Pittstown, - - -	22 22
Branchville, - - -	12 77	Howell Furnace, - - -	20 19	Plainfield, - - -	72 03
Bridgetown, - - -	256 48	Hunt's Mills, - - -	37 83	Pleasant Mills, - - -	7 90
Burlington, - - -	470 41	Jersey City, - - -	179 34	Pluckemin, - - -	33 99
Caldwell, - - -	55 54	Jobstown, - - -	20 16	Tompton, - - -	54 12
Camptown, - - -	57 74	Johnsonburg, - - -	51 19	Port Elizabeth, - - -	112 64
Canton, - - -	4 46	Julistown, - - -	8 53	Prallsville, - - -	9 90
Cape Island, - - -	26 87	Kingston, - - -	8 09	Princeton, - - -	1,331 75
Cape May Court-house, - - -	24 16	Kingwood, - - -	3 95	Rahway, - - -	571 21
Carpenter's Landing, - - -	77	Knowlton, - - -	6 47	Ramsaysburg, - - -	1 94
Cedar Creek, - - -	9 82	Lafayette, - - -	4 06	Ringoes, - - -	33 64
Cedarville, - - -	21 89	Lambertville, - - -	57 07	Roadstown, - - -	10 21
Centerville, - - -	16 97	Lawrenceville, - - -	47 17	Rockaway, - - -	72 29
Chatham, - - -	41 56	Lebanon, - - -	41 79	Rockaway Valley, - - -	21 75
Chester, - - -	41 93	Leeds Point, - - -	74	Salom, - - -	299 15
Clarksborough, - - -	14 09	Liberty Corner, - - -	11 73	Sandyston, - - -	10 01
Clarksville, - - -	1 44	Littleton, - - -	2 95	Sargeantsville, - - -	3 99
Cold Springs, - - -	17 62	Livingston, - - -	13 30	Schooley's Mountain, - - -	65 67
Colt's Neck, - - -	17 36	Lockwood, - - -	7 30	Scotch Plains, - - -	51 94
Columbia, - - -	17 08	Longacoming, - - -	8 82	Sculltown, - - -	3 04
Columbus, - - -	30 68	Malaga, - - -	18 01	Sharps town, - - -	27 05
Cooper's Ferry, - - -	107 96	Manahawkin, - - -	39 08	Shrewsbury, - - -	78 46
Coursenville, - - -	2 84	Manasquam, - - -	18 87	Smith's Landing, - - -	12 89
Cranberry, - - -	51 33	Manfield, - - -	50 46	Somers's Point, - - -	35 37
Cross Keys, - - -	30	Marksborough, - - -	8 80	Somerville, - - -	185 58
Crosswicks, - - -	28 28	Martinsville, - - -	2 56	Sooy's Inn, - - -	34 12
Cumberland Furnace, - - -	2 71	Mauricetown, - - -	10 92	South River, - - -	9 15
Deckertown, - - -	61 07	May's Landing, - - -	35 62	Sparta, - - -	20 97
Deerfield Street, - - -	18 58	Medford, - - -	48 40	Spottswood, - - -	42 17
Dennis's Creek, - - -	64 26	Mendham, - - -	103 17	Springfield, - - -	109 29
Dias Creek, - - -	1 61	Middletown, - - -	35 04	Squancum, - - -	17 65
Dividing Creek, - - -	11 61	Middletown Point, - - -	49 05	Stanhope, - - -	41 69
Dorchester, - - -	2 36	Milford, - - -	22 12	Stewartsville, - - -	8 78
Dover, - - -	52 19	Millington, - - -	8 31	Still Valley, - - -	13 98
Eatontown, - - -	1 04	Millstone, - - -	44 40	Still Water, - - -	13 10
Elizabethtown, - - -	807 59	Milton, - - -	8 10	Stockholm, - - -	12 23
Englishtown, - - -	58 48	Monroe, - - -	5 04	Suckasunny, - - -	86 60
Etna Furnace, - - -	10 95	Montague, - - -	19 95	Sweedsborough, - - -	78 95
Evesham, - - -	16 02	Moorestown, - - -	75 93	Tom's River, - - -	22 42
Fairton, - - -	27 88	Morristown, - - -	624 11	Trenton, - - -	1,774 77

NEW JERSEY—Continued.

Tuckerton, - - -	\$44 06	Washington, - - -	\$16 24	Woodstown, - - -	\$48 33
Tuckahoe Bridge, - - -	9 60	Westfield, - - -	43 02	Woodsville, - - -	4 30
Union, - - -	15 40	White House, - - -	21 83	Wrightstown, - - -	13 39
Yansyckle's, - - -	8 42	Woodbridge, - - -	47 44		
Vernon, - - -	19 14	Woodbury, - - -	105 67	Total of New Jersey,	\$17,511 63
Vincent Town, - - -	15 93				

PENNSYLVANIA.

Aaronsburg, - - -	\$110 74	Canal Port, - - -	\$1 88	Dublin, - - -	\$4 87
Abbotstown, - - -	55 54	Canoe Camp, - - -	3 72	Dundaff, - - -	110 58
Abington, - - -	14 24	Cannonsburg, - - -	292 99	Dunnsburgh, - - -	27 96
Adamsburg, - - -	58 14	Canton, - - -	14 98	Durham, - - -	5 72
Adamstown, - - -	12 69	Carlisle, - - -	1,433 75	Dutotsburgh, - - -	24 63
Agnew's Mills, - - -	5 73	Carmichael's, - - -	25 72	Earle, - - -	21 86
Alba, - - -	64	Cattawissa, - - -	62 96	East Bethlehem, - - -	28 50
Alexandria, - - -	113 56	Centre Moreland, - - -	57	East Bloomfield, - - -	73
Allegheny Bridge, - - -	2 43	Centre Point, - - -	6 85	East Hanover, - - -	13 72
Allentown, - - -	364 15	Centreville, - - -	10 32	East Liberty, - - -	17 14
Allenville, - - -	24 50	Cerestown, - - -	15 70	East Nantmeal, - - -	11 03
Alum Bank, - - -	7 53	Chambersburg, - - -	1,014 34	Easton, - - -	409 09
Amity, - - -	34 01	Chanceford, - - -	16 29	East Smithfield, - - -	6 86
Andersonburg, - - -	10 36	Chapman, - - -	7 25	East Whiteland, - - -	65 53
Andalusia, - - -	50 66	Charlestown, - - -	33 54	Ebensburg, - - -	80 29
Antis Township, - - -	12 65	Chatham, - - -	21 48	Economy, - - -	81 96
Anville, - - -	92 11	Chenango, - - -	4 68	Edgemont, - - -	18 30
Apollo, - - -	18 27	Cherry, - - -	16 37	Edsallville, - - -	22
Arbela, - - -	1 17	Cherry Ridge, - - -	6 87	Elderton, - - -	11 95
Armagh, - - -	43 71	Cherry Tree, - - -	4 81	Eldredville, - - -	7 67
Asylum, - - -	8 33	Cherryville, - - -	35 44	Elizabeth, - - -	73 86
Athens, - - -	94 64	Chesnut Hills, - - -	7 64	Elizabethtown, - - -	98 28
Attleborough, - - -	41 69	Chester, - - -	311 61	Elk Creek, - - -	18 86
Bainbridge, - - -	29 21	Chester Springs, - - -	38 50	Elkland, - - -	7 20
Bakerstown, - - -	8 77	Churchtown, - - -	65 49	Emaus, - - -	10 33
Bald Eagle, - - -	8 54	Clarion, - - -	4 45	Ennisville, - - -	19 29
Barren Hill, - - -	11 87	Clark's Ferry, - - -	49 40	Ephratah, - - -	65 49
Bart, - - -	20 94	Clarksville, G. co., - - -	18 65	Erie, - - -	213 06
Bath, - - -	68 06	Clarksville, W. co., - - -	56 79	Erwinna, - - -	18 97
Beach Grove, - - -	29 02	Clayville, - - -	77 43	Espy, - - -	6 92
Bealville, - - -	48 36	Cleardale, - - -	44 20	Evansburgh, - - -	18 79
Beaz Gap, - - -	24 27	Cleardale Bridge, - - -	3 44	Exeter, - - -	13 69
Beavertown, B. co., - - -	160 22	Clermontville, - - -	1 90	Fairfield, - - -	47 73
Beavertown, U. co., - - -	26 66	Clingan's, - - -	5 76	Fairview, - - -	22 42
Bedford, - - -	423 39	Cokesville, - - -	116 59	Falls, - - -	25
Beelen's Ferry, - - -	6 64	Cochransville, - - -	95 93	Falmouth, - - -	9
Bellefonte, - - -	413 04	Coffee Creek, - - -	1 41	Fannettsburgh, - - -	58 51
Belle Vernon, - - -	11 99	Coffee Run, - - -	11 74	Fawn Grove, - - -	25 33
Bellevue, - - -	50 36	Coleraine, - - -	20 70	Fayetteville, - - -	43 20
Bennett's Branch, - - -	13 20	Coleraine Forge, - - -	37 67	Finleyville, - - -	21 16
Bentleysville, - - -	11 12	Collinsville, - - -	5 59	Fishing Creek, - - -	4 93
Berlin, A. co., - - -	44 00	Columbia, - - -	539 46	Foglesville, - - -	19 41
Berlin, S. co., - - -	82 59	Columbia Cross Roads, - - -	5 46	Foxburg, - - -	1 29
Bermudian, - - -	9 51	Columbus, - - -	13 74	Fox's, - - -	6 59
Berwick, - - -	90 45	Concord, - - -	34 23	Frankford, - - -	232 76
Bethany, - - -	122 90	Conestoga, - - -	7 99	Frankford, - - -	38 41
Bethlehem, - - -	530 62	Concord Meeting-house, - - -	20 05	Franklin, - - -	143 86
Birdsboro, - - -	11 69	Conneautville, - - -	20 05	Franklindale, - - -	4 89
Birmingham, - - -	57 56	Connellsville, - - -	167 67	Franklintown, - - -	9 07
Black Horse, - - -	42 92	Conyngham, - - -	43 68	Frankstown, - - -	54 77
Blair's Gap, - - -	29 03	Cookstown, - - -	60 25	Fredericktown, - - -	18 50
Blairsville, - - -	162 36	Coolbaugh's, - - -	15 87	Frederburg, - - -	12 45
Blakely, - - -	6 19	Cootstown, - - -	83 52	Freedingsburgh, - - -	5 91
Blockley, - - -	67 98	Covington, - - -	20 63	Freeport, - - -	179 60
Bloody Run, - - -	82 77	Cowdersport, - - -	13 83	French's Mills, - - -	2 25
Bloomfield, - - -	9 42	Craig's Meadow, - - -	8 21	Friendsville, - - -	52 54
Bloomsburgh, - - -	78 82	Cross Creek Village, - - -	34 50	Frozen Run, - - -	8
Boalsburgh, - - -	53 25	Curwensville, - - -	49 86	Gamble's, - - -	6 67
Braintrem, - - -	55 81	Dale, - - -	74	Gap, - - -	25 26
Branchtown, - - -	12 23	Dallas, - - -	3 04	Gebhart's, - - -	10 73
Brandywine Manor, - - -	29 64	Dalmatia, - - -	16 26	Georgetown, M. co., - - -	10 85
Briceland's Cross Roads, - - -	76 27	Damascus, - - -	8 90	Georgetown, - - -	23 15
Brighton, - - -	12 90	Danboro', - - -	27 67	Germantown, - - -	346 63
Bristol, - - -	357 50	Danville, - - -	289 43	Gettysburgh, - - -	546 65
Brownburg, - - -	6 29	Darby's, - - -	188 28	Gibson, - - -	50 50
Brown's Mills, - - -	40 34	Darlington, - - -	23 45	Glen Connell, - - -	4 96
Brownsville, - - -	451 59	Dartmouth, - - -	25	Gratz, - - -	31 20
Buckingham, - - -	46 00	Dauphin, - - -	99 11	Graysville, - - -	18 15
Buck Tavern, - - -	56 19	Davisville, - - -	8 24	Great Bend, - - -	30 99
Buffalo, - - -	20 55	Dick's Run, - - -	79	Great Salt Works, - - -	45 84
Burgettstown, - - -	50 62	Dillsburgh, - - -	54 11	Green Castle, - - -	240 37
Burlington, - - -	15 78	Dillworthtown, - - -	11 87	Greenfield, - - -	15 65
Burnt Cabins, - - -	23 68	Dimocksville, - - -	7 14	Greensburg, G. co., - - -	67 92
Bursonville, - - -	4 05	Dingman's Ferry, - - -	27 88	Greensburg, W. co., - - -	423 57
Bushkill, - - -	14 35	Doe Run, - - -	18 23	Green Village, - - -	5 79
Bustletown, - - -	95 55	Dolington, - - -	17 26	Greenville, - - -	11 55
Butler, - - -	105 94	Donegal, - - -	29 44	Greenwood, - - -	13 93
Byberry, - - -	10 13	Douglas's Mills, - - -	14 95	Greensburg, - - -	137 54
Butztown, - - -	24 05	Dover, - - -	19 18	Gulf Mills, - - -	14 34
Caine's, - - -	26	Downintown, - - -	147 53	Guthrie'sville, - - -	9 47
Campbellstown, - - -	25 16	Doylestown, - - -	167 61	Half Moon, - - -	26 81
		Dry Run, - - -	13 93	Halifax, - - -	72 99

PENNSYLVANIA—Continued.

Hamburgh, - - -	\$85 56	Lehigh Gap, - - -	\$30 99	Mount Lewis, - - -	\$1 10
Hanover, - - -	148 34	Lehighton, - - -	69 28	Mount Morris, - - -	9 77
Harford, - - -	14 54	Lenox, - - -	7 19	Mount Pleasant, L. co. -	57 16
Harlansburgh, - - -	11 91	Le Raysville, - - -	7 01	Mount Pleasant, W. co. -	55 88
Harmansburgh, - - -	9 03	Lewisburg, - - -	37 60	Mount Pleasant, West. co. -	115 70
Harmony, - - -	143 24	Lewisburg, - - -	116 48	Mount Pleasant Mills, -	8 09
Harrisburgh, - - -	7,554 96	Lewistown, - - -	446 90	Mount Republic, - - -	5 67
Harrisville, - - -	21 57	Lexington, - - -	12 96	Mount Vernon, - - -	24 86
Hartleton, - - -	31 67	Liberty, - - -	29 58	Muncy, - - -	229 81
Hartsville, - - -	47 10	Licking Creek, - - -	44 50	Munster, - - -	19 74
Hart's Cross Roads, -	8 84	Ligonier, - - -	69 57	Murraysville, - - -	34 52
Harvey's, - - -	4 36	Line Lexington, - - -	3 46	Myerstown, - - -	64 64
Hat, - - -	45	Line Mills, - - -	36	Nazareth, - - -	242 52
Hatboro', - - -	34 70	Lionville, - - -	13 63	Nescopeck, - - -	11 73
Hecktown, - - -	5 04	Lishburn, - - -	20 83	New Albany, - - -	7 01
Heidersburg, - - -	4 06	Litchfield, - - -	5 12	New Alexandria, - - -	67 19
Hellertown, - - -	15 65	Litz, - - -	117 16	New Bedford, - - -	38 54
Henderson, - - -	2 51	Little Britain, - - -	30 84	New Berlin, - - -	123 89
Hendricksville, - - -	20 25	Liverpool, - - -	122 21	Newberry, - - -	25 51
Hickory, - - -	34 73	Loganville, - - -	26	Newberry, Y. co. -	4 08
Hillsboro', - - -	41 53	London Grove, - - -	37 49	New Bloomfield, - - -	56 69
Hill's Grove, - - -	8 74	Long Swamp, - - -	8 79	Newburgh, - - -	9 09
Hillsville, - - -	3 16	Lottsville, - - -	1 57	New Castle, - - -	74 84
Hilltown, - - -	8 10	Loretto, - - -	11 43	New Columbia, - - -	16 77
Hinkletown, - - -	9 56	Loudon, - - -	77 65	New Cumberland, - - -	6 26
Hogestown, - - -	53 41	Lower Chanceford, -	16 55	New Derry, - - -	9 66
Holden, - - -	43	Lumberville, - - -	25 49	New Garden, - - -	71 79
Hollidaysburgh, - - -	51 99	Lynnvile, - - -	23 15	New Geneva, - - -	48 73
Holly Iron Works, - -	1 54	McAllisterville, - -	23 15	New Germantown, - -	7 01
Holmesburgh, - - -	223 44	McConnellsbuigh, -	177 79	New Goshen Hoppen, -	8 92
Honeybrook, - - -	44 52	Macungy, - - -	10 00	New Holland, - - -	94 00
Hookstown, - - -	26 92	McDowell's Mills, -	1 60	New Hope, - - -	97 60
Hop Bottom, - - -	28 59	McEwensville, - - -	23 18	New London Cross Roads, -	80 35
Hopewell, - - -	30 03	McKee's Half Falls, -	3 31	New Milford, - - -	39 64
Horsham, - - -	12 52	McKeanburg, - - -	23 95	Newport, - - -	13 29
Howard, - - -	1 09	McKeesport, - - -	5 81	New Providence, - - -	9 28
Hughsville, - - -	18	McVeytown, - - -	70 14	New Salem, - - -	8 63
Hulingsburgh, - - -	8 76	McWilliamstown, - -	11 92	Newry, - - -	33 63
Huling's Ferry, - - -	4 02	Mahoning, - - -	13 95	Newtown, G. co. -	6 57
Hulmesville, - - -	13 52	Maiden Creek, - - -	32 94	Newtown, - - -	94 31
Hummelstown, - - -	101 67	Makefield, - - -	18 01	New Troy, - - -	18 93
Humphreyville, - - -	4 05	Manayunk, - - -	39 63	Newville, - - -	159 44
Huntingdon, - - -	265 58	Manchester, - - -	10 61	New Wilmington, - -	82
Huntington, - - -	18 43	Manheim, - - -	38 16	Nicholson, - - -	95
Huntsville, - - -	7 55	Manfield, - - -	14 44	Nittany, - - -	36 62
Independence, - - -	14 31	Margaret Furnace, -	56 13	Noblestown, - - -	2 44
Indiana, - - -	161 05	Marietta, - - -	182 12	Norristown, - - -	360 45
Ingham, - - -	9 28	Marshallton, - - -	35 52	North East, - - -	104 08
Intercourse, - - -	94	Martickville, - - -	21 97	North Liberty, - - -	1 08
Irvine, - - -	16 74	Martinsburgh, - - -	65 69	North Moreland, - -	23 74
Ivy Mill, - - -	6 81	Martin's Creek, - -	24 73	North Sewickly, - -	10 40
Jackson, - - -	5 28	Mauch Chunk, - - -	236 76	North Sharon, - - -	13 75
Jackson Hall, - - -	98	Maytown, - - -	42 25	Northumberland, - -	267 87
Jacksonville, - - -	21 10	Meadonville, - - -	1 11	Northville, - - -	19 03
Jefferson, - - -	68 27	Meadville, - - -	600 16	North Washington, -	17 07
Jenkinton, - - -	61 86	Measontown, - - -	30 06	North Whitehall, - -	15 76
Jennersville, - - -	11 97	Mechanicsburg, - -	64 26	Octararo, - - -	19 84
Jersey Shore, - - -	164 66	Mercer, - - -	270 95	Oil Creek, - - -	26 07
Jerseytown, - - -	22 44	Mercersburgh, - - -	211 97	Old Fort, - - -	18 28
Johnstown, - - -	36 89	Merrittstown, - - -	21 84	Orangeville, - - -	18 26
Jonestown, - - -	44 74	Metzger's, - - -	2 19	Orwell, - - -	28 13
Karlsruhe, - - -	15 77	Mexico, - - -	67 49	Orwigsburgh, - - -	174 50
Keating, - - -	2 45	Middleburgh, - - -	31 09	Ottsville, - - -	20 61
Keener's Mills, - - -	18 30	Middletown, D. co. -	108 53	Oxford, A. co. -	31 93
Kennett's Square, - -	39 55	Middletown, F. co. -	8 22	Oxford, - - -	51 67
Kensington, - - -	370 96	Mifflinburg, - - -	98 26	Packerville, - - -	8 29
Kernsville, - - -	30 65	Mifflintown, - - -	165 55	Painter's Cross Roads, -	7 85
Kimberton, - - -	21 15	Mifflinville, - - -	18 31	Palmyra, L. co. -	15 87
Kimbleville, - - -	14 16	Milesburg, - - -	5 59	Palmyra, P. co. -	58 32
Kingston, - - -	115 21	Milford, - - -	77 47	Paoli, - - -	35 01
Kinzua, - - -	16 77	Millersburgh, - - -	63 63	Paradise, - - -	150 75
Kirk's Mills, - - -	31 21	Millertown, - - -	113 36	Parkinson's Ferry, -	85 97
Kiskiminitas, - - -	90 97	Millerstown, L. co. -	12 03	Parkersville, - - -	1 84
Kittaning, - - -	159 54	Millborough, - - -	15 39	Peach Bottom, - - -	42 64
Klinesville, - - -	8 01	Millheim, - - -	22 88	Penn Line, - - -	53
Klingerstown, - - -	1 89	Mill Hall, - - -	72 10	Pennsville, - - -	11 28
Knoxville, - - -	21 03	Milton, - - -	13 88	Perkiomen, - - -	18 89
Kreidersville, - - -	36 17	Monroe, - - -	310 39	Perkriomen, - - -	20 32
Kylersville, - - -	53	Monroe, B. co. -	43 18	Perry, - - -	43 32
Lady Washington, - -	1 20	Montgomery, - - -	45 37	Perryopolis, - - -	10 46
Lafayette, - - -	58	Montmorency, - - -	6 30	Petersburgh, A. co. -	64 82
Lampeter Square, - -	30 50	Montrose, - - -	236 55	Petersburgh, L. co. -	21 94
Lancaster, - - -	2,263 22	Moorestown, - - -	15 90	Philadelphia, - - -	80,375 20
Landisburgh, - - -	85 63	Morgantown, - - -	54 61	Phillipsburgh, - - -	155 12
Lanesville, - - -	5 68	Morris's Cove, - - -	17 04	Pike, - - -	26 53
Laurel Hill, - - -	55 38	Morrisville, - - -	139 05	Pine Grove, - - -	18 16
Laurel Hill, - - -	17 21	Morrisville, G. co. -	4 91	Pine Grove, W. co. -	29 77
Lawrenceburgh, - - -	30 32	Mount Etna Furnace, -	5 25	Pine Grove Mills, - -	27 45
Lawrenceville, - - -	46 86	Mount Jackson, - - -	36 78	Pittsburg, - - -	6,005 12
Lawsville, - - -	7 49	Mount Moriah, - - -	26 41	Pittston, - - -	33 73
Leacock, - - -	36 57	Mount Joy, - - -	147 97	Pleasant Unity, - - -	9 93
Lebanon, - - -	549 64			Plymouth, - - -	29 41
				Plymouth Meeting-house, -	9 78

PENNSYLVANIA—Continued.

Portersville, - - -	\$6 75	Sinking Springs, - - -	\$3 66	Tuscarora Valley, - - -	\$64 64
Potter's Mills, - - -	40 84	Skipack, - - -	4 10	Ulster, - - -	8 83
Pottsgrove, - - -	222 02	Slippery Rock, - - -	31 78	Union, - - -	3 64
Pottsville, - - -	414 09	Smithfield, B. co. - - -	12 17	Union Mills, - - -	17 00
Providence, - - -	21 79	Smithfield, F. co. - - -	44 23	Uniontown, - - -	505 75
Providence Meeting-house, - - -	24 64	Smithport, - - -	54 82	Unionville, - - -	33 20
Pughtown, - - -	17 77	Smith's Mills, - - -	5 80	Upper Dublin, - - -	19 03
Punxetauney, - - -	20 43	Snydersville, - - -	20 25	Uwchland, - - -	11 19
Quakertown, - - -	59 86	Somerfield, - - -	94 00	Valley Forge, - - -	26 74
Quigley's Mills, - - -	95	Somerset, - - -	198 02	Venango Furnace, - - -	29 38
Raccoon, - - -	11 52	South Creek, - - -	3 56	Village Green, - - -	5 86
Rainsburg, - - -	2 43	South Warren, - - -	4 36	Vincent, - - -	13 22
Randolph, - - -	1 38	Sparta, - - -	27 95	Wagontown, - - -	48
Raubsville, - - -	2 50	Spinnerstown, - - -	3 80	Warren, B. county, - - -	14 97
Reading, - - -	1,449 32	Spread Eagle, - - -	58 79	Warren, W. county, - - -	110 89
Reamstown, - - -	53 05	Spring Dale, - - -	81 60	Warren's Tavern, - - -	61 35
Reesville, - - -	19 81	Springfield, - - -	13 70	Warrior's Mark, - - -	20 67
Rehrersburgh, - - -	24 80	Springfield Furnace, - - -	7 95	Washington, L. county, - - -	42 62
Richmond, - - -	39 27	Springfield Cross Roads, - - -	70 75	Washington, W. county, - - -	32 86
Ridgebury, - - -	1 53	Spring Hill, - - -	10 84	Washington, C. county, - - -	30 59
Rising Sun, - - -	17 24	Spring Mills, - - -	39 92	Waterford, E. county, - - -	137 26
Robbstown, - - -	72 86	Springtown, - - -	6 82	Waterford, M. county, - - -	36 13
Rockdale, - - -	45 95	Springville, - - -	40 26	Waterloo, - - -	15 51
Rock Hill, - - -	2 09	Springville Four Corners, - - -	15 37	Water Street, - - -	15 61
Roseburg, - - -	18 84	Stabler's, - - -	2 16	Watsonburg, - - -	62
Roseland, - - -	1 24	Standing Stone, - - -	3 42	Waynesburg, - - -	112 22
Rose's, - - -	1 31	Stanhope, - - -	1 61	Waynesburg, F. county, - - -	117 04
Rossville, - - -	14 48	Sterling, - - -	14 92	Webster's Store, - - -	44 20
Roulette, - - -	4 23	Sterrett's Gap, - - -	50	Wellsborough, - - -	88 31
Roxboro', - - -	30 85	Stewartsville, - - -	37 14	West Alexandria, - - -	68 23
Roxbury, - - -	25 03	Stockertown, - - -	10 18	West Chester, - - -	329 64
Rushville, - - -	11 51	Stockport, - - -	13 65	Westfield, - - -	4 40
Russellville, - - -	18 56	Stoddertsville, - - -	25 51	West Greenville, - - -	5 57
Rynd's, - - -	2 79	Stoughtown, - - -	32 77	West Hanover, - - -	28 07
Sadsburyville, - - -	53 04	Stoyestown, - - -	75 44	West Middletown, - - -	102 93
St. Mary's, - - -	35 12	Strasburg, F. co. - - -	36 61	West Nantmeal, - - -	17 40
St. Thomas, - - -	51 24	Strasburg, L. co. - - -	106 47	West Whiteland, - - -	27 55
Salem, - - -	26 49	Strawtown, - - -	4 12	White Deer, - - -	29 65
Salem Cross Roads, - - -	25 83	Strickersville, - - -	8 60	White Hall, - - -	11 77
Salisbury, L. co. - - -	168 36	Stroudsburg, - - -	82 03	White Horse, - - -	9
Salisbury, S. co. - - -	25 07	Stumptown, - - -	5 78	White Marsh, - - -	38 79
Schellsburgh, - - -	83 61	Sugar Grove, - - -	61 26	Whitestown, - - -	4 22
Schuylersburgh, - - -	22 47	Sullivan, - - -	11 22	Wilkesbarre, - - -	444 38
Schuykill, - - -	37 04	Sunmetytown, - - -	20 13	Williamsburgh, II. county, - - -	62 72
Scottville, - - -	15 52	Sunbury, - - -	180 11	Williamsburgh, N. county, - - -	46 43
Selin's Grove, - - -	144 78	Swamp Churches, - - -	13 53	Williamsport, - - -	232 45
Sellers's Tavern, - - -	12 93	Sylvania, - - -	14 88	Williamstown, - - -	91 79
Sergeant, - - -	5 27	Terrytown, - - -	6 47	Willow Grove, - - -	19 52
Setzler's Store, - - -	2 58	The Valley, - - -	15 40	Wind Gap, - - -	27 26
Sewickly Bottom, - - -	32 01	Thompson's Cross Roads, - - -	11 26	Windham, - - -	2 80
Shade Gap, - - -	7 31	Thompsontown, - - -	59 53	Windsor, - - -	11 11
Shade Furnace, - - -	4 65	Three Springs, - - -	7 63	Womelsdorf, - - -	128 19
Shannonsville, - - -	1 13	Tioga, - - -	40 02	Wrightsville, - - -	68 67
Shaver's Creek, - - -	15 42	Toby, - - -	18 25	Wyalusing, - - -	12 86
Shaefferstown, - - -	27 68	Towamensing, - - -	7 39	Wysux, - - -	22 85
Shepherdstown, - - -	16 80	Towanda, - - -	86 04	Yellow Springs, - - -	33 11
Sheshequin, - - -	22 44	Trapp, - - -	48 46	York, - - -	883 74
Shinn's Mills, - - -	67	Trexelertown, - - -	13 60	York Haven, - - -	43 17
Shippensburg, - - -	332 61	Trough Creek, - - -	10 71	York Sulphur Springs, - - -	70 29
Shippenville, - - -	27 29	Trout Run, - - -	4 89	Youngstown, - - -	48 95
Shirleysburgh, - - -	56 01	Troy, - - -	42 18	Youngsville, - - -	26 28
Shrewsbury, - - -	52 78	Trumbauersville, - - -	3 91	Youngwomanstown, - - -	1 36
Sidonsburgh, - - -	6 09	Truxville, - - -	58		
Silver Lake, - - -	48 40	Tullytown, - - -	13 60		
Sinnamahoning, - - -	4	Tunkhannock, - - -	57 33		
Sinnamahoning, L. co. - - -	47	Turkey Foot, - - -	22 75		
				Total of Pennsylvania, - - -	\$137,729 89

DELAWARE.

Bridgeville, - - -	\$40 13	Dover, - - -	\$362 86	Newport, - - -	\$29 40
Camden, - - -	129 35	Frederica, - - -	64 20	St. George's, - - -	105 71
Canon's Ferry, - - -	19 80	Georgetown, - - -	132 45	Seaford, - - -	39 86
Canterbury, - - -	14 50	Laurel, - - -	79 32	Smyrna, - - -	365 64
Cantwell's Bridge, - - -	130 53	Lewes, - - -	63 07	Stanton, - - -	69 71
Centreville, - - -	1 46	Middletown, - - -	125 06	Summit Bridge, - - -	177 39
Christiana, - - -	135 54	Milford, - - -	210 54	Vernon, - - -	11 18
Concord, - - -	30 54	Milton, - - -	88 33	Whiteleysburgh, - - -	14 80
Cooch's Bridge, - - -	62 14	Millsborough, - - -	50 93	Williamsville, - - -	3 32
Dagsborough, - - -	43 90	Newark, - - -	188 40	Wilmington, - - -	1,707 98
Delaware City, - - -	36 59	New Castle, - - -	387 46		
				Total of Delaware, - - -	\$4,922 09

MARYLAND.

Allen's Fresh, - - -	\$67 17	Barnesville, - - -	\$45 88	Bladensburg, - - -	\$219 62
Annapolis, - - -	1,719 41	Barren Creek Springs, - - -	11 78	Boonsborough, - - -	191 14
Aquasco, - - -	32 39	Belair, - - -	177 98	Brick Meeting-house, - - -	43 94
Baldwin's Cross Roads, - - -	1 40	Benedict, - - -	73 86	Broad Creek, - - -	26 89
Baltimore, - - -	43,737 95	Berlin, - - -	85 79	Brookville, - - -	70 19

MARYLAND—Continued.

Brown's Tavern, - - -	\$44 19	Hampstead, - - -	\$15 76	Queen Anne, - - -	\$28 60
Bruceville, - - -	86	Hancock, - - -	182 89	Queenstown, - - -	9 29
Bryantown, - - -	28 07	Harford, - - -	89 39	Randallstown, - - -	95 09
Buckeystown, - - -	23 85	Harley's Store, - - -	15 81	Reistertown, - - -	69 92
Cambridge, - - -	345 91	Harris's Lot, - - -	43 26	Ridge, - - -	20 45
Carman's, - - -	8 99	Havre-de-Grace, - - -	156 18	Ridgeville, - - -	7 70
Cavetown, - - -	39 26	Head of Chester, - - -	80 83	Rising Sun, - - -	91 25
Cecilton, - - -	139 03	Head of Sassafras, - - -	26 29	Rock Hall, - - -	112 34
Centreville, - - -	279 61	Head of Severn, - - -	19 71	Rockville, - - -	205 00
Chaptico, - - -	138 06	Hereford, - - -	27 73	Rowlandville, - - -	41 92
Charlestown, - - -	24 09	Hillsborough, - - -	28 61	St. Augustine, - - -	7 93
Charlotte Hall, - - -	57 73	Horsehead, - - -	18 76	St. Clement's Bay, - - -	25 65
Chesapeake, - - -	44 58	Howard Race, - - -	50	St. Ingoes, - - -	43 90
Chestertown, - - -	515 02	Huntingtown, - - -	50 27	St. Leonard's, - - -	17 31
Church Hill, - - -	74 16	Hyattstown, - - -	28 82	St. Martin's, - - -	20 69
Clarksburg, - - -	67 14	Joppa Cross Roads, - - -	40 83	St. Michael's, - - -	55 70
Clear Spring, - - -	89 11	Kigtown, - - -	45 19	Salisbury, - - -	120 85
Colesville, - - -	26 38	Leitersburg, - - -	21 28	Sam's Creek, - - -	29 96
Conewingo, - - -	53 23	Leonardstown, - - -	213 92	Sandy Spring, - - -	99 16
Cooksville, - - -	37 43	Libertytown, - - -	136 58	Sharpsburg, - - -	8 31
Crampton Gap, - - -	9 35	Lisbon, - - -	53 60	Simpsonville, - - -	5 03
Cragertown, - - -	52 50	Lower Marlborough, - - -	52 16	Smith's Farm, - - -	259 22
Cresaptown, - - -	4 29	Magruder's, - - -	46 49	Snow Hill, - - -	19 98
Cumberland, - - -	378 94	Manchester, - - -	32 66	Sodler's Cross Roads, - - -	10 76
Darlington, - - -	43 64	Mechanicstown, - - -	14 98	Sweetzer's Bridge, - - -	109 03
Darnestown, - - -	33 09	Mechanicsville, - - -	15 43	Taneytown, - - -	43 29
Dawson's, - - -	17 89	Medley's Hall, - - -	7 03	Tomlinson, - - -	67 71
Dawsonville, - - -	27 28	Michaelsville, - - -	47 76	Towsontown, - - -	86 91
Denning's, - - -	99 81	Middleburg, - - -	164 32	Tracy's Landing, - - -	42 53
Denton, - - -	6 82	Middlebrook Mills, - - -	12 27	Triadelphia, - - -	65 59
Double Pipe Creek, - - -	648 78	Nanjemo, - - -	38 61	Union Bridge, - - -	22 73
Easton, - - -	30 10	Newark, - - -	13 97	Union Mills, - - -	28 89
East Newmarket, - - -	30 10	New Market, - - -	89 41	Upper Hunting Creek, - - -	408 33
Elk Ridge Landing, - - -	102 97	Newport, - - -	45 10	Upper Marlborough, - - -	62 49
Elkton, - - -	300 38	Newtown, - - -	4 59	Vansville, - - -	97 57
Ellicott's Mills, - - -	227 50	Newtown Trap, - - -	109 78	Vienna, - - -	10 19
Emmetsburg, - - -	10 27	New Windsor, - - -	29 08	Walkersville, - - -	27 10
Exingsville, - - -	18 02	Nine Bridges, - - -	49 24	Warwick, - - -	53 24
Federalburg, - - -	6 83	North East, - - -	85 20	Waterloo, - - -	7 31
Fenwick's Tavern, - - -	103 32	Nottingham, - - -	40 41	Weaver's Mills, - - -	46 78
Flintstone, - - -	114 36	Oakland Mills, - - -	86 32	West Friendship, - - -	50 26
Fort Washington, - - -	1,744 51	Oldtown, - - -	126 05	Westminster, - - -	55 10
Fredericktown, - - -	65 22	Petersville, - - -	80 40	West River, - - -	56 17
Freedom, - - -	54 00	Pig Point, - - -	60 15	White Haven, - - -	49 79
Friendship, - - -	46 96	Pikesville, - - -	28 60	Williamsport, - - -	21 85
Frostburg, - - -	88 67	Piscataway, - - -	163 40	Wisesburg, - - -	50 60
Funkstown, - - -	106 58	Pleasant Hill, - - -	579 41	Woodsborough, - - -	54 52
Georgetown Cross Roads, - - -	57	Poolesville, - - -	21 31	Yough Glades, - - -	10 51
Gist's, - - -	43 39	Poplar Spring, - - -	254 66	Young's Tavern, - - -	
Goshen Mills, - - -	15 33	Poplartown, - - -	61 25		
Graceham, - - -	25 72	Port Deposit, - - -	61 25		
Great Mill, - - -	76 12	Port Tobacco, - - -	30 17		
Greensborough, - - -	75 98	Priestford, - - -			
Hagerstown, - - -	435 70	Princess Ann, - - -			
Halfway House, - - -	7 11	Prince Fredericktown, - - -			
Hall's Cross Roads, - - -	31 32	Quantico, - - -			
				Total of Maryland, - - -	\$61,022 71

OHIO.

Abbott's, - - -	\$2 59	Bennington, - - -	\$9 61	Canaan, - - -	\$9 22
Achor, - - -	4 16	Berkshire, - - -	40 78	Canfield, - - -	105 99
Adams, - - -	40	Berlin, - - -	12 03	Canton, - - -	325 85
Adelphi, - - -	40 86	Bethel, - - -	58 96	Captina Creek, - - -	20 78
Akron, - - -	50 17	Big Prairie, - - -	7 03	Cardington, - - -	1 75
Alexander, - - -	9 79	Bethlehem, - - -	1 60	Carlisle, - - -	14 24
Amanda, - - -	73	Bissell's, - - -	8 87	Cedarville, - - -	5 96
Amesville, - - -	19 97	Black River, - - -	24 67	Centreville, C. county, - - -	44 20
Andover, - - -	17 96	Blendon, - - -	17 29	Centreville, M. county, - - -	58 25
Annapolis, - - -	36 20	Bloom, - - -	7 95	Chagrin River, - - -	118 35
Ashland, - - -	29 45	Bloomfield, J. county, - - -	1 60	Chardon, - - -	66 29
Ashtabula, - - -	166 61	Bloomington, - - -	50 93	Charlestown, - - -	18 34
Athens, - - -	210 54	Bloomingsville, - - -	7 66	Chenoweth's, - - -	1 89
Atwater, - - -	29 84	Boardman, - - -	33 47	Cheshire, - - -	2 22
Auburn, - - -	9 07	Braceville, - - -	17 87	Chester, - - -	51 18
Aurora, - - -	60 25	Brighton, - - -	3 82	Chester Cross Roads, - - -	12 61
Austinburg, - - -	54 78	Bristol, - - -	7 58	Cheviot, - - -	23 76
Bainbridge, - - -	113 09	Bristolville, - - -	5 22	Chillicothe, - - -	1,485 66
Baker's Mills, - - -	11 15	Brookfield, - - -	40 10	Chilo, - - -	9 48
Barnesville, - - -	181 64	Brownfield, - - -	2 84	Chippewa, - - -	21 97
Batavia, - - -	80 53	Brownhelm, - - -	22 88	Cincinnati, - - -	7,629 94
Bath, - - -	29 40	Brown's Mills, - - -	10 87	Circleville, - - -	274 50
Batesville, - - -	83	Brunswick, - - -	28 65	Clardon, G. county, - - -	16 22
Bazetta, - - -	7 13	Brandywine Mills, - - -	47 83	Clardon, M. county, - - -	3 66
Beallville, - - -	9 64	Bridgeport, - - -	36 67	Clarksburg, - - -	1 25
Bedford, - - -	22 04	Bucyrus, - - -	70 79	Clark's Farm, - - -	2 80
Bell Brook, - - -	35 17	Burlington, - - -	49 40	Clarksfield, - - -	21 08
Bellefontaine, - - -	61 60	Burton, - - -	60 28	Clark's Store, - - -	1 36
Belleville, - - -	13 95	Cadiz, - - -	159 23	Clarksville, - - -	14 92
Belmont, - - -	28 02	Caldersburgh, - - -	15 76	Clear Creek, - - -	2 27
Belpre, - - -	50 15	Cambridge, - - -	184 29	Clear Fork, - - -	3 61

OHIO—Continued.

Cleveland, - - -	\$879 70	Grissell's, - - -	\$21 79	Mecca, - - -	\$8 65
Cleves, - - -	41 36	Guilford, - - -	15 35	Mechanicsburg, - - -	38 49
Clinton, - - -	5 84	Gustavus, - - -	19 84	Medina Court-house, - - -	48 42
Colebrook, - - -	1 58	Hampden, - - -	10 23	Meigsville, - - -	12 32
Coleaine, - - -	9 71	Hamilton, - - -	238 52	Melmore, - - -	21 33
Columbiana, - - -	40 13	Hanover, - - -	19 02	Mentor, - - -	29 46
Columbus, - - -	821 44	Hardin, - - -	5 43	Mesopotamia, - - -	21 57
Concord, - - -	20 58	Harpersfield, - - -	57 46	Miami, - - -	18 21
Conneaut, - - -	136 64	Harrison, - - -	59 65	Miamisburg, - - -	83 21
Coolville, - - -	25 51	Harrisville, - - -	48 99	Middlebury, - - -	167 84
Copopa, - - -	14 25	Harrisville Reserve, - - -	15 39	Middlefield, - - -	6 42
Coshocton, - - -	120 14	Hartford, - - -	40 13	Middletown, - - -	110 98
Courtwright's, - - -	16 92	Haye's Cross Roads, - - -	7 43	Miffin, - - -	6 21
Cox's Cross Roads, - - -	2 18	Hebron, - - -	18 90	Milan, - - -	94 96
Crook's Mills, - - -	6 35	Henrietta, - - -	3 24	Miles's Cross Roads, - - -	4 10
Cuba, - - -	9 16	Hillsboro', - - -	193 51	Milfield, - - -	9
Cynthiana, - - -	1 69	Hinckley, - - -	11 75	Milford, C. county, - - -	42 12
Dalton, - - -	50 49	Hiram, - - -	18 67	Milford, U. county, - - -	32 98
Damascus, - - -	1 60	Hopkinsville, - - -	23 43	Mill Creek, - - -	2 61
Danville, - - -	17 86	Hoskinsville, - - -	3 75	Millersburg, - - -	75 29
Darby Creek, - - -	16 19	Hubbard, - - -	20 92	Millford, - - -	1 61
Darbyville, - - -	6 32	Hudson, - - -	94 01	Millville, - - -	26 11
Darling's, - - -	6 56	Huntsburgh, - - -	10 91	Milton, M. county, - - -	17 05
Darttown, - - -	25 99	Huntsville, - - -	6 52	Milton, B. county, - - -	18 58
Dayton, - - -	506 06	Huron, - - -	1 09	Monroeville, - - -	28 25
Deavertown, - - -	52	Irville, - - -	63 16	Minerva, - - -	64
Decatur, - - -	30 67	Island Creek, - - -	4 31	Monroe, C. county, - - -	36 15
Deerfield, - - -	18 93	Jackson Court-house, - - -	45 96	Monroe, B. county, - - -	23 19
Defiance, - - -	32 83	Jacksonburgh, - - -	59 02	Montgomery, - - -	60 58
Delaware, - - -	162 44	Jacksonville, - - -	69	Monticello, - - -	51 62
Dick's Mills, - - -	46 49	Jacobsburg, - - -	19 43	Montville, - - -	2 97
Douglas, - - -	1 62	Jamestown, - - -	23 58	Moorefield, - - -	49 47
Dover Court-house, - - -	17 74	Jefferson, - - -	52 21	Moore's Salt Works, - - -	10 41
Dover, T. county, - - -	39 37	Jeromesville, - - -	47 07	Morgan's, - - -	26 33
Dresden, - - -	68 33	Johnsonville, - - -	11 06	Morgan's Settlement, - - -	6 13
Dublin, - - -	18 45	Johnstown, - - -	25 92	Morristown, - - -	54 41
Duff's Forks, - - -	32 07	Jonesborough, - - -	1 43	Moscow, - - -	12 35
Dunbarton, - - -	13 59	Keene, - - -	9 52	Mount Olive, - - -	59
Eaton, - - -	131 73	Kelloggsville, - - -	49 87	Mount Pleasant, - - -	185 02
Eden, - - -	5 51	Kendall, - - -	104 09	Mount Vernon, - - -	203 92
Edinburgh, - - -	10 60	Kimble's, - - -	13 56	Mouth of Black River, - - -	77
Edwardsville, - - -	7 45	Kingston, - - -	42 29	Nelson, - - -	34 62
Eldridge, - - -	19 80	Kingsville, - - -	48 66	Nelsonville, - - -	15 47
Elizabethtown, - - -	16 57	Kinsman, - - -	46 24	Neville, - - -	42 62
Ellsworth, - - -	40 47	Kirtland Mills, - - -	56 92	Newark, - - -	380 81
Elyria, - - -	93 39	Knox, - - -	5 75	New Athens, - - -	31 64
Euclid, - - -	60 39	Knoxville, - - -	42 56	Newburg, - - -	74 79
Fairfield, C. county, - - -	8 01	Lafayette, - - -	25 74	Newbury, - - -	17 88
Fairfield, G. county, - - -	39 29	Lake Township, - - -	19 37	Newcomb, - - -	22 27
Fairport, - - -	32 03	Lancaster, - - -	554 70	Newcomertown, - - -	10 10
Farmington, - - -	21 83	Lawrenceville, - - -	6 77	New Guilford, - - -	3 51
Fearing, - - -	36	Lebanon, - - -	389 59	New Hagerstown, - - -	23 21
Feestown, - - -	34 89	Lee, - - -	29	New Haven, - - -	36 87
Fitchville, - - -	2 61	Leesburg, - - -	52 81	New Lexington, - - -	26 39
Florence, - - -	36 86	Leeville, - - -	42 36	New Lisbon, - - -	305 63
Flushing, - - -	53 21	Lenox, - - -	9 56	New Lyme, - - -	13 82
Fort Ball, - - -	39 81	Le Roy, - - -	20 97	New Madison, - - -	8 68
Fort Findley, - - -	8 14	Letart Falls, - - -	17 48	New Market, - - -	25 87
Fort Seneca, - - -	11 17	Lewis, - - -	13 78	New Paris, - - -	26 47
Foulkestown, - - -	32 73	Lewisburg, - - -	30 08	Newport, - - -	20 27
Four Corners, - - -	15 62	Lexington, - - -	22 94	New Portage, - - -	12 34
Fowler, - - -	13 82	Liberty, - - -	22 79	New Richmond, - - -	83 90
Franklin, - - -	105 95	Lithopolis, - - -	36 98	New Philadelphia, - - -	150 58
Franklin Mills, - - -	75 70	Little Beaver Bridge, - - -	26 98	Newtown, - - -	55 64
Franklinton, - - -	2 88	Little Hoekhocking, - - -	7 61	Nimisilla, - - -	16 66
Fredericksburgh, - - -	10 59	Little Sandusky, - - -	10 67	Northampton, - - -	19 39
Fredericktown, - - -	59 72	Little York, - - -	10 84	North Bloomfield, - - -	35 53
Freedom, - - -	4 50	Liverpool, - - -	9 96	North Union, - - -	1 97
Freeport, - - -	43 62	Logan, - - -	30 83	Norton, - - -	12 14
French Grant, - - -	23 95	London, - - -	53 88	Norwalk, - - -	164 01
Galion, - - -	11 96	Londonderry, - - -	1 26	Nyessville, - - -	1 83
Gallipolis, - - -	257 44	Long Bottom, - - -	9 12	Oldtown, - - -	55 23
Gambier, - - -	7 05	Long Run, - - -	5 65	Olive, - - -	15 32
Gamble's Mills, - - -	6 40	Loudonville, - - -	30 74	Olive Green, - - -	75
Garwood's Mills, - - -	7 56	Lower Sandusky, - - -	105 31	Orange, - - -	17 23
Gassaway's Mills, - - -	4 82	Loves, - - -	2 64	Orwell, - - -	2 40
Genoa, - - -	21 68	Lyme, - - -	50 27	Osnaburgh, - - -	33
Georgesville, - - -	15 46	McConnellsville, - - -	104 18	Oxford, - - -	223 61
Georgetown, - - -	75 61	McCullough's, - - -	26 15	Painesville, - - -	422 23
Germano, - - -	12 16	McDonald's, - - -	38 44	Paintville, - - -	57 72
Germantown, - - -	103 55	Madison, H. county, - - -	34 97	Palmyra, - - -	22 96
Gnadenhutten, - - -	23 15	Madison, G. county, - - -	64 11	Paris, - - -	34 55
Goshen, - - -	22 00	Malaga, - - -	14 67	Parisville, - - -	1 22
Grafton, - - -	21 07	Manchester, - - -	39 87	Parkman, - - -	66 10
Graham's Station, - - -	11 45	Mansfield, - - -	202 15	Parma, - - -	1 39
Granville, - - -	158 70	Mantua, - - -	41 60	Penfield, - - -	6 94
Grassy Point, - - -	3 46	Margaretta, - - -	5 33	Perry, - - -	35 66
Gratis, - - -	19 76	Marietta, - - -	394 26	Perryville, - - -	15 74
Green Creek, - - -	12 13	Marion, - - -	100 53	Perrysburg, - - -	37 95
Greenfield, - - -	80 70	Marshallsville, - - -	1 56	Peru, - - -	51 09
Greensburg, - - -	12 14	Martinsburg, - - -	45 79	Petersburg, - - -	85 53
Greentown, - - -	6 54	Marysville, - - -	22 21	Philanthropy, - - -	28 23
Greenville, - - -	49 14	Massillon, - - -	1 05	Phillipsburg, - - -	5 15
Greenwich, - - -	1 68	Maumee, - - -	51 69	Phylier's Cross Roads, - - -	1 62

OHIO—Continued.

Pickaway Plains, -	\$10 98	Senecaville, -	\$17 13	Wadsworth, -	\$21 41
Pierpont, -	13 25	Shalersville, -	40 06	Wakatomica, -	5 23
Pigeon Run, -	1 54	Shane's Crossings, -	12 83	Walnut, -	2 98
Pikeon, -	94 13	Shanesville, -	36 28	Walnut Creek, -	12 99
Piqua, -	143 29	Sharonville, -	14 24	Warren, -	284 87
Plain, -	57	Shatck's, -	10 26	Washington, F. county, -	75 68
Plainfield, -	9 47	Sheffield, -	11 72	Washington, G. county, -	143 80
Plato, -	5 83	Sherman, -	8 28	Waterford, -	55 81
Plymouth, -	29 05	Sidney, -	28 37	Wayne, -	20 34
Point Harmar, -	54 57	Sinking Springs, -	46 81	Waynesburg, -	17 70
Point Pleasant, -	23 10	Smithfield, -	89 68	Waynesville, -	115 91
Poland, -	61 75	Smyrna, -	5 08	Weathersfield, -	12 34
Porter, -	46 14	Snow Hill, -	16 61	Wellington, -	28 13
Portsmouth, -	195 72	Somerset, -	276 40	Wellsville, -	30 99
Preston, -	18 03	Somerton, -	10 21	West Bedford, -	11 14
Princeton, -	14 33	South Bloomfield, -	40 79	West Carlisle, -	24 45
Putnam, -	161 12	South Charleston, -	30 91	West Chester, -	27 06
Radnor, -	4 17	Southington, -	4 66	Western Star, -	14 78
Randolph, -	20 85	Springborough, -	53 72	Westfield, -	14 43
Ravenna, -	112 25	Springfield, C. county, -	275 34	West Liberty, -	10 77
Reading, -	32 93	Springfield, H. county, -	71 16	West Union, -	180 01
Regnier's Mills, -	11 91	Springfield, P. county, -	23 32	Westville, -	5
Reily, -	6 71	Spring Mills, -	25	Weymouth, -	29 89
Richards', -	2 24	Starkey, -	4 48	Wharton's, -	2 41
Richfield, -	28 78	Steubenville, -	694 39	White Eyes Plains, -	7 75
Richmond, J. county, -	30 51	Still Water, -	8 86	Wilkesville, -	25 38
Richmond, R. county, -	37 79	Stow, -	47 40	Williamsburg, -	32 77
Ridgeville, C. county, -	32 07	Strongsville, -	50 94	Williamsfield, -	15 65
Ridgeville, W. county, -	23 49	Sullivan, -	1 50	Williamsport, -	37 77
Ripley, -	116 83	Sunbury, -	54 35	Williams's Store, -	20 39
Rochester, -	18 76	Sunderland, -	4 51	Willshire, -	4 38
Rockport, -	19 46	Tallmadge, -	66 28	Wilmington, -	166 31
Rockwell's, -	14 78	Tarleton, -	61 75	Winchester, -	16 37
Rome, -	17 91	Thompson, -	20 10	Windham, -	26 28
Rootstown, -	15 09	Thornville, -	43 01	Windsor, -	10 98
Roseman's, -	121 74	Tiffin, -	44 82	Wolf Creek, -	8 18
Ross Township, -	10 29	Trenton, -	24 18	Woodfield, -	70 04
Rossville, -	61 40	Troy, -	119 70	Wood's Mills, -	20 18
Royalton, -	17 27	Truxville, -	19 78	Wooster, -	286 41
Ruggles, -	1 29	Trumbull, -	1 01	Worthington, -	166 20
Rushville, -	114 76	Twenty Mile Stand, -	15 71	Wrightsburg, -	27 21
Russellville, -	31 27	Twinsburg, -	17 96	Wright's Store, -	9 53
Rutland, -	20 30	Tymochtee Creek, -	46 21	Xenia, -	312 39
Saint Clairsville, -	404 28	Tiro, -	6 74	Yellow Springs, -	28 21
Saint Mary's, -	19 56	Union, -	24 78	York, -	19 72
Salem, -	118 17	Uniontown, -	40 87	York Cross Roads, -	34
Salisbury, -	8 31	Unionville, -	94 34	Young's Store, -	8 65
Salt Creek, -	13 17	Upper Sandusky, -	22 68	Youngstown, -	81 01
Sandusky City, -	205 22	Urbana, -	351 18	Zanesfield, -	18 44
Sandusky Cross Roads, -	9 17	Utica, -	38 58	Zanesville, -	1,030 36
Sandy Springs, -	15 43	Venice, -	52	Zoar, -	25 93
Sandyville, -	24 38	Vermilion, -	6 51		
Scipio, -	14 95	Vernon, -	35 14		
Scott, -	15 98	Vicksburg, -	4 77		
Scroggsfield, -	9 14	Vienna, -	34 53		
				Total of Ohio, -	\$36,573 55

VIRGINIA.

Abbeville, -	\$56 78	Bethel, -	\$4 03	Cabell Court-house, -	\$61 52
Accomack Court-house, -	130 63	Bethlehem Cross Roads, -	25 27	Cabin Point, -	104 41
Aldie, -	87 88	Beverly, -	29 33	Cackley's, -	14 55
Amelia, -	59 05	Big Creek, -	2 43	Ca Ira, -	90 34
Amherst Court-house, -	46 46	Billsburg, -	2 00	Callaghan's, -	22 36
Amissville, -	22 10	Blacks and Whites, -	19 42	Calland's Store, -	34 18
Aquia, -	70 57	Blacksburg, -	43 73	Campbell Court-house, -	48 57
Ararat, -	2 18	Black Walnut, -	37 79	Cartersville, -	304 74
Archville, -	11 22	Bloomfield, -	19 37	Cavesville, -	21 52
Arnold's Cross Roads, -	14 50	Blue Sulphur Springs, -	3 00	Cedar Creek, -	20 05
Austinville, -	27 87	Booth's Store, -	19 69	Centreville, -	70 59
Aylett's, -	101 30	Botetourt Springs, -	38 78	Chalk Level, -	31 04
Back Creek Valley, -	25 16	Bower's, -	21 23	Chambliss's Store, -	30 19
Baileysburg, -	12 22	Bowler's, -	42 86	Chancellorsville, -	15 03
Balcony Falls, -	14 18	Bowling Green, -	157 67	Charles City Court-house, -	112 54
Ballsville, -	30 23	Boynton, -	188 58	Charleston, -	485 80
Barboursville, -	18 35	Breyston, -	167 04	Charlotte Court-house, -	335 86
Barnett's Mills, -	29 36	Bridgeport, -	17 44	Charlottesville, -	955 59
Barnes's Mills, -	31 07	Brock's Gap, -	6 52	Chesnut Hill, -	18 50
Bath Court-house, -	129 76	Brooklyn, -	100 73	Chesterfield Court-house, -	40 52
Battletown, -	179 27	Brownsburg, -	82 53	Chilesburg, -	32 67
Baylor's Mills, -	6 53	Brown's Turnpike, -	13 80	Christiansburg, -	121 52
Beaver Dam, -	30 90	Brucetown, -	61 09	Christiansville, -	47 65
Belle Haven, -	33 84	Brydie's Store, -	28 70	Chuckatuck, -	43 84
Bellona Arsenal, -	132 30	Buckannon, -	4 69	City Point, -	17 20
Belleville, R. county, -	8 42	Buckingham Court-house, -	233 93	Clarksburg, -	309 85
Belleville, U. county, -	13 14	Buckland, -	11 52	Clarkston, -	49 97
Bennett's Store, -	17 26	Buffalo, -	21 59	Clarksville, M. co. -	60 72
Bent Creek, -	77 32	Buffalo, M. county, -	23 87	Cloverdale, -	42 11
Bentleyville, -	10 91	Buffalo Forge, -	15 89	Coalsmouth, -	47 64
Berkley Springs, -	56 14	Bulltown, -	4 33	Cold Stream Mills, -	1 37
Berry's Ferry, -	20 84	Burke's Garden, -	9 11	Colesville, -	17 14
Bethany, -	36 12	Burtonsville, -	12 81	Collins's Settlement, -	2 98

VIRGINIA—Continued.

Columbia, -	\$56 24	Grape Island, -	\$0 58	Leesville, -	\$32 85
Columbian Grove, -	40 03	Grantley, -	1 95	Leetown, -	18 19
Colvin's Tavern, -	10 00	Granville, -	10 76	Lewisburg, -	183 33
Comanswell, -	40 09	Grave Creek, -	62 07	Lewis's Store, -	41 42
Concord, -	45 89	Grayson Court-house, -	54 61	Lewisville, -	38 40
Conrad's Store, -	19 63	Great Bridge, -	23 64	Lexington, -	627 86
Cooper's, -	70	Greenfield, -	30 89	Liberty, -	282 00
Copperhonk, -	9 67	Green Hill, -	55 38	Liberty Hall, -	48 76
Corowaugh, -	4 70	Greensborough, -	7 18	Lindsay's Cross Roads, -	2 44
Covington, -	77 52	Green Valley, -	11 45	Lindsay's Store, -	61 84
Crab Run, -	3 13	Greenville, -	104 57	Linville Creek, -	8 57
Cranberry Plain, -	13 85	Greggville, -	8 59	Little Plymouth, -	50 88
Crichton's Store, -	15 83	Griffithsburg, -	12 95	Littleton, -	43 84
Cross Keys, -	22 11	Griffith's, -	82	Lloyd's, -	79 60
Cuckooville, -	23 05	Guyandotte, -	103 80	Locust Grove, C. county, -	11 13
Culpeper Court-house, -	395 16	Hagan's Store, -	24 04	Locust Grove, O. county, -	30 70
Cumberland Court-house, -	106 10	Hague, -	62 13	Logan Court-house, -	16 50
Danielsville, -	16 83	Haistone, -	11 42	Lombardy, -	34 30
Danville, -	248 70	Haleysburg, -	25 15	Lombardy Grove, -	84 48
Darksesville, -	30 54	Halfway House, -	20 42	London Bridge, -	12 40
Darvill's, -	62 28	Halifax Court-house, -	328 87	Longwood, -	11 67
Davis's Mill, -	8 33	Hallsborough, -	15 63	Looney's Creek, -	36 59
Davis's Store, -	24 16	Hambaugh's, -	17 70	Loretto, -	181 55
Deep Creek, -	25 90	Hamilton's Store, -	8 45	Lorentz's Store, -	6 81
Deatonville, -	11 50	Hampstead, -	150 23	Lost River, -	9 94
Deerfield, -	11 86	Hampton, -	203 71	Louisa Court-house, -	115 89
Dennis, -	16 24	Hanging Rock, -	4 59	Lovington, -	160 08
Dentonville, -	22 68	Hanover Court-house, -	71 37	Lowman's, -	65
Diamond Grove, -	26 90	Hanover town, -	27 35	Lunenburg Court-house, -	108 38
Dickinson's, Te. county, -	30 94	Harlin's Tavern, -	14 80	Luray, -	166 53
Dickinson's, B. county, -	11 51	Harper's Ferry, -	454 81	Lydia Furnace, -	10 03
Dinwiddie Court-house, -	83 90	Harrisonburg, -	443 44	Lynchburg, -	3,097 52
Double Bridge, -	18 52	Hartsville, -	65 35	McClung's, -	2 33
Dover Mills, -	58 48	Hartsville's Store, -	10 87	McFarland's, -	37 70
Dranesville, -	15 12	Harwellsville, -	3 39	McGaheysville, -	24 43
Dumfries, -	210 91	Hatchersville, -	24 60	Madison Court-house, -	173 63
Dyer's Old Store, -	69 66	Hay Market, -	121 37	Manchester, -	520 26
Eastville, -	205 29	Hay's Mills, -	5 68	Martinsburg, -	512 86
Edgefield, -	97	Hazard Forge, -	14 58	Martinsville, -	80 70
Edward's Tavern, -	6 69	Henderson, -	8 31	Marysville, -	35 50
Eldridge, -	4 86	Hendrick's Store, -	17 55	Matthews Court-house, -	118 42
Elkhill, -	62 37	Hereford's, -	4 84	Mattox Bridge, -	170 92
Elkmarsh, -	19 54	Hermilage, -	13 44	Meadow Dale, -	12 98
Enfield, -	7 46	Hicksford, -	185 57	Meadville, -	46 37
Estillville, -	60 87	Hillsborough, -	57 18	Meigsville, -	4 40
Everettsville, -	76 04	Hoffsville, -	1 20	Mercer's Bottom, -	18
Fairfax Court-house, -	162 83	Holiday's Cove, -	29 33	Merryman's Shop, -	5 32
Fairfield, -	39 55	Hoyville, -	1 91	Middlebourne, -	24 86
Fairview, -	11 17	Hornersville, -	3 04	Middlebrook, -	90 50
Falling Bridge, -	4 88	Horton town, -	51 91	Middleburg, -	424 24
Falling Waters, -	15 95	Hot Springs, -	24 52	Middletown, -	65 21
Falmouth, -	299 69	Hoysville, -	6 00	Middleway, -	84 73
Fancy Hill, -	47 66	Hull's Store, -	23 47	Midway, -	11 21
Farmville, -	260 37	Hunter's Hall, -	37	Milford, -	1 27
Farnham, -	40 45	Huntersville, -	40 05	Milborough, S. county, -	8 43
Farrowsville, -	72 80	Huttonsville, -	9 78	Milborough Spring, -	28 69
Fife's, -	22 09	Jackson's, -	38 52	Mill Creek, -	45 31
Pinecastle, -	354 00	Jacksonville, -	13 89	Miller's Tavern, -	49 79
Finley's, -	21 82	James City, -	36 12	Mill Farm, -	14 63
Finney Mills, -	16 47	Jamestown, -	36 30	Mill Grove, -	25 32
Fishing Creek, -	32 30	Jefferson town, -	76 99	Millville, -	19 19
Flat Creek, -	20	Jeffersonville, -	63 75	Millwood, -	237 56
Flat Rock, -	17 57	Jeffrey's Store, -	49 36	Milton, -	33 89
Flatwoods, -	4 23	Jennings's Gap, -	18 98	Mitchell's Store, -	18 23
Fleming's Tavern, -	8 76	Jerusalem, -	172 54	Modestown, -	23 91
Flint Hill, -	26 62	Jetersville, -	33 24	Monroetown, -	10 49
Flood's, -	39 95	Johnson's Springs, -	16 48	Montague, -	18 52
Fotheringay, -	19 35	Jonesborough, -	23 60	Montpelier, -	62 58
Frankford, H. co. -	31 74	Jonesville, -	71 09	Moorfields, -	147 40
Frankfort, G. co. -	33 72	Kanawha Court-house, -	238 61	Moreman's River, -	5 25
Franklin, -	92 43	Kanawha Saline, -	177 63	Morgansville, -	71 70
Fredericksburg, -	2,942 56	Kasey's, -	3 74	Morgantown, -	205 56
French Creek, -	12 13	Kempsville, -	12 21	Morrisville, -	63 47
Front Royal, -	101 90	Kennedy's, -	57 71	Mountain Cove, -	4 36
Gainesborough, -	33 61	Keysville, -	4 53	Mount Airy, -	22 51
Gaines's Cross Roads, -	27 52	Kilmarnock, -	59 71	Mount Alto, -	10 03
Gardner's Cross Roads, -	26 27	King George Court-house, -	116 88	Mount Crawford, -	25 46
Gardner's Tavern, -	27 50	King's Ferry, -	4 55	Mount Glead, -	15 36
Gauley Bridge, -	27 44	King and Queen Court-house, -	62 71	Mount Hope, -	11 81
Genito Bridge, -	52 90	King William Court-house, -	43 86	Mount Horeb, -	15 15
Germania, -	3 81	Kingwood, -	48 84	Mount Jackson, -	74 58
German Settlement, -	11 94	Kinade, -	5 42	Mount Laurel, -	48 32
Gerantown, -	27 63	Kite's Mills, -	5 42	Mount Meridian, -	15 81
Gerardstown, -	47 07	Lancaster Court-house, -	33 57	Mount Pleasant, -	34 80
Gholsonville, -	90 30	Langworthy's Store, -	5 65	Mounville, -	17 80
Giles Court-house, -	73 84	Langhorne's Tavern, -	71 04	Natural Bridge, -	72 17
Gladly Creek Cross Roads, -	1 75	Laurel Hill, -	4 23	Newark, -	27 46
Glencoe, -	8 05	Laurel Spring, -	2 09	New Baltimore, -	64 85
Glenn's, -	17 72	Lawrenceville, -	180 22	Newbern, -	111 17
Gloucester Court-house, -	307 18	Lawson's, -	3 32	New Canton, -	96 39
Golanville, -	24 94	Leadsville, -	3 49	Newcastle, -	11 47
Goochland Court-house, -	229 97	Leatherwood's Store, -	18 99	Newfound Mills, -	9 35
Goodson's, -	3 98	Lebanon, -	74 77	New Glasgow, -	141 48
Gordonsville, -	41 36	Leesburg, -	630 40	New Kent Court-house, -	137 67

VIRGINIA—Continued.

New London, - - -	\$126 39	Rectortown, - - -	\$26 41	Sweet Springs, - - -	\$56 37
New Market, Sh. county, -	169 19	Red House, - - -	26 79	Tappahannock, - - -	232 64
New Market, S. county, -	15 65	Richlands, - - -	79	Taylor's Store, - - -	20 89
New Store, - - -	151 73	Richmond, - - -	15,076 26	Taylorville, - - -	16 43
Newtown, K. and Q. county, -	55 15	Richmond Court-house, -	123 31	Teaze's Valley, - - -	10 94
Newtown, L. county, -	22 61	Ritchieville, - - -	5 32	Thompson's Cross Roads, -	18 31
Newtown Stephensburg, -	122 10	River Bank, - - -	24 38	Thompson's Store, - - -	19 37
New York, - - -	24 27	Rixeyville, - - -	8 71	Thompsonville, - - -	15 09
Nicholas Court-house, -	18 73	Robertson's Store, - -	5 32	Thornsburgh, - - -	18 52
Nineveh, - - -	15 22	Rockhill Mills, - - -	47	Thornton's Gap, - - -	30 05
Noland's Ferry, - - -	11 23	Rock Mills, - - -	7 17	Todd's, - - -	7 55
Norfolk, - - -	5,983 63	Rock Spring, - - -	32 36	Traveller's Repose, - -	8 26
North End, - - -	37 47	Rocky Mount, - - -	145 70	Traylorsville, - - -	20 28
North River Meeting-house, -	3 57	Roney's Point, - - -	7 14	Trout Run, - - -	18 72
North River Mills, - - -	29 63	Rose Hill, - - -	10 08	Twyman's Store, - - -	27 86
Northumberland Court-house, -	142 76	Rose Mills, - - -	30 61	Tye River Mills, - - -	42 08
Northwest River Bridge, -	12 60	Roseville, - - -	51 24	Tye River Warehouse, -	23 65
Nottoway Court-house, -	65 11	Romney, - - -	197 27	Union, - - -	32 86
Nuttville, - - -	54 49	Rough Creek Church, -	29 50	Union, M. county, - -	206 64
Oak Flat, - - -	5 37	Ruckmanville, - - -	62	Union Hall, - - -	30 22
Oak Grove, - - -	37 42	Rumford Academy, -	17 04	Union Mills, - - -	84 18
Oak Hill, - - -	46 08	St. James's Church, -	9 15	University, - - -	432 04
Oakland, - - -	2 76	St. Tammany's, - - -	23 56	Upperville, - - -	161 47
Oakville, - - -	62 75	Salem, F. county, - -	54 03	Urbana, - - -	87 44
Outland Mills, - - -	27 78	Salem, B. county, - -	229 75	Urquhart's Store, - -	20 79
Occoquan, - - -	49 47	Salt Sulphur Springs, -	8 48	Variety Mills, - - -	43 76
Office Tavern, - - -	20 24	Samford's, - - -	13 89	Verdon, - - -	11 88
Offutt's Store, - - -	3 84	Sandy Hook, - - -	15 99	Vielleboro', - - -	49 57
Old Point Comfort, - - -	841 63	Sappony Cross Roads, -	3 92	Vineyard, - - -	14 55
Onancock, - - -	53 34	Schultz's Range, - - -	8 95	Walker's Church, - -	1 42
Orange Court-house, - - -	297 94	Scottsburg, - - -	9 72	Walkertown, - - -	31 03
Orange Springs, - - -	19 00	Scottsville, - - -	44 22	Walnut Branch, - - -	12 28
Otter Bridge, - - -	41 76	Scottsville, P. county, -	136 33	Walnut Grove, - - -	26 39
Overall's, - - -	17 61	Seven Mile Ford, - - -	55 58	Warminster, - - -	52 21
Oxford, - - -	12 12	Seawall Mountain, - -	3 13	Warren, - - -	61 03
Paddytown, - - -	16 55	Shackleford's, - - -	50 96	Warren Ferry, - - -	3 23
Painesville, - - -	45 63	Shady Grove, - - -	16 66	Warronton, - - -	398 58
Palmer's Springs, - - -	16 14	Shannon Hill, - - -	13 61	Washington, - - -	59 25
Palmyra, - - -	53	Shaw's Bridge, - - -	8 02	Waterford, - - -	92 76
Parham's Store, - - -	64 09	Sheet's Mills, - - -	84	Watkins's Store, - -	51 17
Paris, - - -	61 49	Shepherdstown, - - -	328 60	Watkinsville, - - -	13 97
Parkersburg, - - -	115 56	Sherrard's Store, - -	56 25	Wattsboro', - - -	29 29
Patrick Court-house, - -	41 87	Shinnston, - - -	13 37	Waylandsburg, - - -	1 26
Pattonsburg, - - -	151 96	Short Pump, - - -	18 99	Waynesboro', - - -	111 45
Pedlar's Mills, - - -	67 77	Shrewsbury, - - -	26 70	Webb's Mills, - - -	3 60
Pennsborough, - - -	19 40	Simpson's, - - -	6 54	Wellsburgh, - - -	201 64
Penn's Store, - - -	54 88	Sisterville, - - -	44 89	Westernford, - - -	2 33
Percival's, - - -	126 79	Slate Mills, - - -	17 18	West Liberty, - - -	69 06
Petersburg, - - -	5,239 59	Smithfield, - - -	258 96	Westmoreland Court-house, -	110 08
Peterstown, - - -	18 22	Smith's Cross Roads, -	21 54	Weston, - - -	27 02
Philomont, - - -	2 48	Smith's Store, - - -	12 14	West Union, - - -	4 77
Physic Spring, - - -	37 37	Snapville, - - -	3 92	Whartonsville, - - -	9
Piping Tree, - - -	137 99	Snickersville, - - -	44 95	Wheeler's Springs, - -	4 81
Pittsylvania Court-house, -	16 44	Somerton, - - -	23 22	Wheeling, - - -	912 53
Pleasant Grove, - - -	16 41	Somerville, - - -	40 30	White Day, - - -	6 92
Pleasant Hill, - - -	46 55	South Hill, - - -	19 32	White Chimneys, - -	117 18
Pleasant Valley, - - -	48 56	South Quay, - - -	17 44	White Hall, - - -	32 45
Plough and Harrow, - -	38 04	Spanish Grove, - - -	12 08	White Plains, B. county, -	72 31
Poindexter's Store, - - -	108 73	Sparta, - - -	2 98	White Plains, O. county, -	7 40
Point Pleasant, - - -	24 73	Spottedville, - - -	10 76	White Post, - - -	63 27
Polasky's Mills, - - -	16 69	Spring Creek, - - -	6 26	White Sulphur Springs, -	134 74
Poplar Grove, - - -	24 27	Springfield, - - -	41 87	Wicomico Church, - -	29 00
Poplar Mount, - - -	65	Spring Garden, - - -	6 23	Wilderness, - - -	56 04
Poplar Run, - - -	30 29	Stafford Court-house, -	108 21	Wilkinsonville, - - -	15 99
Port Conway, - - -	49 13	Stannardsville, - - -	45 60	Williamsburgh, - - -	458 72
Port Republic, - - -	171 16	Stanton, - - -	910 64	Wilmington, - - -	86 36
Port Royal, - - -	524 47	Steele's Tavern, - - -	6 48	Wilsonville, - - -	3 92
Portsmouth, - - -	31 48	Stevensburgh, - - -	102 72	Winchester, - - -	1,402 82
Pottiesville, - - -	13 35	Stevensville, - - -	56 20	Winn's Tavern, - - -	58 30
Powell's Tavern, - - -	1 45	Stoney Creek, - - -	19 77	Wood Grove, - - -	8 77
Prince Edward Court-house, -	429 40	Stoney Fork, - - -	9 23	Woodpecker's Level, - -	9 55
Princess Ann Court-house, -	30 12	Stoney Point, - - -	4 56	Woodstock, - - -	149 11
Prospect, - - -	21 58	Stoney Point Mills, -	6 65	Woodville, C. county, -	61 35
Prospect Hill, - - -	7 42	Strasburgh, - - -	60 19	Woodville, H. county, -	18 74
Providence Inn, - - -	8 32	Sturgeonsville, - - -	30 77	Wylliesburgh, - - -	37 08
Pruntytown, - - -	44 60	Sublett's Tavern, - -	23 85	Wycoming, - - -	7 81
Pungoteague, - - -	43 40	Suffolk, - - -	357 73	Wythe Court-house, - -	333 49
Purcell's Store, - - -	21 70	Sugar Tree, - - -	4 46	Yancey's Mills, - - -	31 20
Raccoon Ford, - - -	29 43	Sunny Bank, - - -	57 83	Yorktown, - - -	60 39
Raine's Tavern, - - -	43 38	Surry Court-house, - -	94 18		
Rappahannock Academy, -	16 13	Sussex Court-house, -	87 99		
		Suttonville, - - -	10 48		
				Total of Virginia, - -	\$73,406 74

NORTH CAROLINA.

Albertson's, - - -	\$7 03	Allentown, - - -	\$18 29	Bakersville, - - -	\$0 11
Albright's, - - -	32 35	Anderson's Store, - -	28 16	Ballard's Bridge, - - -	46 39
Alexandria, - - -	25 99	Asheboro', - - -	71 38	Batl, - - -	49 01
Alexandria, - - -	15 03	Aventsaville, - - -	4 89	Beard's Store, - - -	58 63
Allemnance, - - -	32 58	Aversaboro', - - -	81 79	Beattie's Ford, - - -	134 37
Allen's Store, - - -	2 83	Baird's Forge, - - -	16 23	Beatty's Bridge, - - -	18 56

NORTH CAROLINA—Continued.

Beaufort, - - -	\$264 95	Graham's Bridge, - - -	\$17 16	Moffitt's Mills, - - -	\$17 19
Belford, - - -	10 69	Gravelly Hill, - - -	7 72	Monroe, - - -	5 27
Bensboro, - - -	46 04	Greensboro', - - -	272 16	Morgantown, - - -	142 08
Bethania, - - -	27 05	Greenville, - - -	276 89	Morrison's Tanyard, - - -	17 50
Bethany Church, - - -	23 75	Grove Hill, - - -	3 26	Morris's Store, - - -	13 54
Bethel, - - -	2 82	Gulf, - - -	1 92	Morven, - - -	60 06
Blakely, - - -	41	Halifax, - - -	493 71	Mountain Creek, - - -	9 71
Bogle's, - - -	3 49	Hallsville, - - -	23 00	Mount Airy, - - -	30 73
Bolivar, - - -	11 39	Hamilton, - - -	23 20	Mount Mourne, - - -	26 37
Bordenville, - - -	4	Hamptonville, - - -	51 29	Mount Pisgah, - - -	10 45
Bower's Store, - - -	4 22	Haw River, - - -	46 19	Mount Pleasant, - - -	52 74
Boyle's Store, - - -	12 49	Hayesville, - - -	27 71	Mount Prospect, - - -	42 23
Bradley's Store, - - -	13 76	Haywood, - - -	6 16	Mount Tirzah, - - -	11 74
Brier Creek, - - -	11 10	Haywood Court-house, - - -	67 76	Mount Vernon, - - -	18 15
Brinkleysville, - - -	6 41	Health Seat, - - -	9 55	Mull Grove, - - -	3
Britton's Store, - - -	55 95	Hemphill's Store, - - -	11 12	Murfreesboro', - - -	368 12
Brown's Store, - - -	66 54	Hertford, - - -	97 24	Murrys ville, - - -	4 22
Brownsville, - - -	46 54	Hickory Grove, - - -	8 79	Nashville, - - -	102 80
Brumel's, - - -	3 72	Hickory Mountain, - - -	9 50	Newbern, - - -	1,608 54
Bryant's Cross Roads, - - -	27 30	High Rock, - - -	54 86	Newby's Bridge, - - -	3 28
Bryan's Hill, - - -	2 24	Hilliardstown, - - -	51 83	New Garden, - - -	35 70
Buckhorn Falls, - - -	27 53	Hillsboro', - - -	605 48	New Gilead, - - -	4 92
Buffalo, - - -	13 19	Hill's Bridge, - - -	29 26	New Hope Furnace, - - -	2 97
Buffalo Shoals, - - -	4 12	Hill's Store, - - -	15 88	New Lebanon, - - -	23 42
Butler's Mill, - - -	4 64	Hokesville, - - -	19 74	New Salem, - - -	23 01
Camden Court-house, - - -	32 60	Holt's Store, - - -	9 51	Northampton Court-house, - - -	53 54
Cane Creek, - - -	5 38	Hookertown, - - -	31 82	North Cove, - - -	10
Carter's, - - -	89	Hopewell, - - -	5 49	Norwood, - - -	20 11
Carthage, - - -	75 05	Houston, - - -	17 16	Oak Grove, - - -	3 94
Caswell Court-house, - - -	76 72	Huostonville, - - -	19 85	Oak Ridge, - - -	4
Cedar Grove, - - -	11 85	Hoyleville, - - -	14 89	Oakville, - - -	15 85
Centre, - - -	11 04	Hudson, - - -	7 08	Old Fort, - - -	13 14
Chapel Hill, - - -	261 55	Huntersville, - - -	4 93	Onslow Court-house, - - -	29 78
Charlotte, - - -	414 35	Hunt's Store, - - -	14 72	Oxford, - - -	408 31
Chestnut Ridge, - - -	3 25	Huntsville, - - -	94 71	Palmyra, - - -	47 11
China Grove, - - -	6 11	Hyde Park, - - -	74 48	Pantego, - - -	2 29
Chisholm's Store, - - -	31 38	Indian town, - - -	20 20	Panther Creek, - - -	13 57
Clark's Store, - - -	57 67	Islandford, - - -	8 84	Paynesville, - - -	7 45
Claytonville, - - -	6 72	Ivy, - - -	73	Peeble's Tavern, - - -	32 02
Clemmons ville, - - -	20 22	Jamestown, - - -	94 79	Philadelphus, * - - -	25 62
Clinton, - - -	135 93	Jefferson, - - -	40 70	Phillips's Store, - - -	21 28
Clover Garden, - - -	21 71	John's River, - - -	46	Pitch Landing, - - -	65 40
Coburn's Store, - - -	7 92	Jonesville, - - -	21 15	Pittsborough, - - -	217 54
Cochrane's Store, - - -	1 72	Jordansville, - - -	16 85	Pleasant Gardens, - - -	22 81
Coleman, - - -	56 54	Kenansville, - - -	65 43	Pleasant Grove, - - -	24 94
Columbia, - - -	38 85	Kendall's Store, - - -	17 89	Plymouth, - - -	416 07
Comfort, - - -	1 38	Kinston, - - -	149 64	Prince's Bridge, - - -	13 65
Concord, - - -	164 72	Kirkville, - - -	1 05	Providence, - - -	20 01
Cool Spring, - - -	25 48	La Grange, - - -	14 94	Prospect Hill, - - -	15 19
Council's Store, - - -	4 58	Lake Landing, - - -	11 45	Queensdale, - - -	8 37
Cowan's Store, - - -	17 09	Lanesboro', - - -	21 95	Raleigh, - - -	2,185 34
Cowper Hill, - - -	5 58	Laurel Hill, - - -	74 57	Randallsville, - - -	27 05
Cox's Store, - - -	47 09	Lawrenceville, - - -	71 32	Ransom's Bridge, - - -	27 93
Cross Roads, - - -	3 41	Leaksville, - - -	50 01	Rawlingsburg, - - -	40 56
Cunningham's Store, - - -	35 44	Leasburgh, - - -	57 57	Red House, - - -	31 75
Curlin's Tavern (or Cross Roads,) 4 33		Leesville, - - -	1 12	Red Mountain, - - -	27 54
Currituck Court-house, - - -	38 75	Lemay's Cross Roads, - - -	33 55	Reid's Store, - - -	21 71
Dancey's Store, - - -	29 12	Lenox Castle, - - -	13 38	Richland's, - - -	21 02
Davis's Cross Roads, - - -	47	Lexington, - - -	140 51	Rockfish, - - -	44 76
Davis's Store, - - -	1 81	Liberty Hill, - - -	21 05	Rockford, - - -	39 26
Deep River, - - -	50	Limestone, - - -	22 29	Rock Rest, - - -	29 24
Diamond Grove, - - -	16 27	Lindley's Store, - - -	24 52	Rockingham, - - -	134 72
Dillonville, - - -	21 37	Little River, - - -	7 84	Rocky Creek, - - -	12 91
Dobson's Cross Roads, - - -	34 49	Littleton, - - -	22 06	Rocky Mount, - - -	43 71
Dockery's Store, - - -	16 17	Log-house Landing, - - -	9 15	Rocky River, - - -	6 53
Dorsetville, - - -	25 92	Long Creek, - - -	3 76	Rocky Springs, - - -	15 66
Duplin (Old) Court-house, - - -	9 47	Long's Mills, - - -	16 97	Role's Store, - - -	51 87
Eagle Rock, - - -	2 87	Longtown, - - -	6 91	Roseneath, - - -	11 63
Edenborough, - - -	3 42	Louisburgh, - - -	583 79	Roxborough, - - -	67 33
Edenton, - - -	906 46	Lower Creek, - - -	4 78	Rutherfordton, - - -	138 14
Elizabeth City, - - -	559 97	Lumberton, - - -	146 70	Salem, - - -	75 91
Ellisville, - - -	24 12	Lynessville, - - -	9 62	Salisbury, - - -	563 38
Elizabethtown, - - -	185 33	McMurray's Store, - - -	13 59	Sandy Grove, - - -	12 01
Enfield, - - -	60 24	Madison, - - -	13 28	Sootland Neck, - - -	157 30
Erwinsville, - - -	11 15	Marley's Mills, - - -	3 97	Scottsville, - - -	4 33
Fair Grove, - - -	2 94	Martin's Store, - - -	10 75	Seul Camp, - - -	12 25
Fallstown, - - -	6 46	Martinsville, - - -	22 53	Selby's Store, - - -	8 19
Fayette's Store, - - -	11 30	Mason Hall, - - -	36 80	Shady Grove, - - -	2 43
Fayetteville, - - -	2,157 81	Maxwell's Store, - - -	12 79	Sherill's Ford, - - -	11 26
Findleysville, - - -	14 57	Mayb's Store, - - -	6 12	Shiloh, - - -	15 10
Fish Dam, - - -	36 18	Mayo, - - -	5 90	Sloansville, - - -	4 96
Fort Defiance, - - -	32 34	Mechanic's Hill, - - -	24 27	Smithfield, - - -	149 87
Fortune's Fork, - - -	3 66	Meltonville, - - -	26 40	Smith's Store, - - -	5 42
Franklin, - - -	64 38	Mercerville, - - -	4 82	Smithville, - - -	231 67
French's Mills, - - -	25 10	Merry Hill, - - -	56 68	Sneadsborough, - - -	7 41
Fullwood's Store, - - -	6 38	Middle Creek, - - -	53 88	Snow Hill, - - -	15 03
Fulton, - - -	9 38	Military Grove, - - -	1 11	Spring Bank, - - -	23 40
Gardner's Bridge, - - -	1 31	Minton, - - -	302 38	Spring Garden, - - -	6 31
Gardner's Store, - - -	2 09	Milton, - - -	2 25	Spring Grove, - - -	32 05
Gates Court-house, - - -	58 30	Montpelier, - - -	13 23	Spring Hill, - - -	44 19
Gerine's Store, - - -	65	Moore'sboro', - - -	17 96	Stantonsburg, - - -	109 28
Germantown, - - -	105 11	Morgan's Cross Roads, - - -	3 81	Statesville, - - -	194 79
Germantown, H. county, - - -	8 37	Mooring's Store, - - -	15 16	Steele's Mills, - - -	50 45
Glasgow's Store, - - -	12 75	Mocksville, - - -	101 47	Stewartville, - - -	5 40

VIRGINIA—Continued.

New London, - - -	\$126 39	Rectortown, - - -	\$26 41	Sweet Springs, - - -	\$56 57
New Market, Sh. county, -	169 19	Red House, - - -	26 79	Tappahannock, - - -	232 64
New Market, S. county, -	15 65	Richlands, - - -	79	Taylor's Store, - - -	20 89
New Store, - - -	151 73	Richmond, - - -	15,076 26	Taylorsville, - - -	16 43
Newtown, K. and Q. county, -	53 15	Richmond Court-house, -	123 31	Tcaze's Valley, - - -	10 94
Newtown, L. county, -	22 61	Ritchieville, - - -	5 32	Thompson's Cross Roads, -	18 31
Newtown Stephensburg, -	122 10	River Bank, - - -	24 38	Thompson's Store, - - -	19 37
New York, - - -	24 27	Rixeyville, - - -	8 71	Thompsonville, - - -	15 09
Nicholas Court-house, -	18 73	Robertson's Store, -	5 32	Thornsburgh, - - -	18 52
Nineveh, - - -	15 22	Rockhill Mills, - - -	47	Thornton's Gap, - - -	30 05
Noland's Ferry, - - -	11 23	Rock Mills, - - -	7 17	Todd's, - - -	7 55
Norfolk, - - -	5,983 63	Rock Spring, - - -	32 36	Traveller's Repose, - - -	8 26
North End, - - -	37 47	Rocky Mount, - - -	145 70	Traylorsville, - - -	20 28
North River Meeting-house, -	3 57	Roney's Point, - - -	7 14	Trout Run, - - -	18 72
North River Mills, - - -	29 63	Rose Hill, - - -	10 08	Twyman's Store, - - -	27 86
Northumberland Court-house, -	142 76	Rose Mills, - - -	30 61	Tye River Mills, - - -	42 08
Northwest River Bridge, -	12 60	Roseville, - - -	51 24	Tye River Warehouse, -	23 65
Nottoway Court-house, -	65 11	Romey, - - -	197 27	Union, - - -	32 86
Nuttville, - - -	54 49	Rough Creek Church, -	29 50	Union, M. county, -	206 64
Oak Flat, - - -	5 37	Ruckmanville, - - -	62	Union Hall, - - -	50 22
Oak Grove, - - -	37 42	Rumford Academy, -	17 04	Union Mills, - - -	84 18
Oak Hill, - - -	46 08	St. James's Church, -	9 15	University, - - -	432 04
Oakland, - - -	2 76	St. Tammany's, - - -	23 56	Upperville, - - -	161 47
Oakville, - - -	62 75	Salem, F. county, -	54 03	Urbana, - - -	87 44
Oakland Mills, - - -	27 78	Salem, B. county, -	229 75	Urquhart's Store, - - -	20 79
Oceocuan, - - -	49 47	Salt Sulphur Springs, -	8 48	Variety Mills, - - -	43 76
Office Tavern, - - -	20 24	Samford's, - - -	13 89	Verdon, - - -	11 88
Offitt's Store, - - -	3 84	Sandy Hook, - - -	15 99	Vielcboro', - - -	49 57
Old Point Comfort, - - -	841 63	Sappony Cross Roads, -	3 92	Vineyard, - - -	14 55
Onancock, - - -	53 34	Schultz's Range, - - -	8 95	Walker's Church, - - -	1 42
Orange Court-house, - - -	297 94	Scottsburg, - - -	9 72	Walkertown, - - -	31 03
Orange Springs, - - -	19 00	Scottsville, - - -	44 22	Walnut Branch, - - -	12 28
Otter Bridge, - - -	41 76	Scottsville, P. county, -	136 33	Walnut Grove, - - -	26 39
Overall's, - - -	17 61	Seven Mile Ford, - - -	55 58	Warminster, - - -	52 21
Oxford, - - -	12 12	Sewall Mountain, - - -	3 13	Warren, - - -	61 03
Paddytown, - - -	16 55	Shackleford's, - - -	50 96	Warren Ferry, - - -	3 23
Painesville, - - -	45 63	Shady Grove, - - -	16 66	Warrenton, - - -	398 58
Palmer's Springs, - - -	16 14	Shannon Hill, - - -	13 61	Washington, - - -	59 25
Palmyra, - - -	53	Shaw's Bridge, - - -	8 02	Waterford, - - -	92 76
Parham's Store, - - -	64 09	Sheet's Mills, - - -	84	Watkins's Store, - - -	51 17
Paris, - - -	61 49	Shepherdstown, - - -	328 60	Watkinsville, - - -	13 97
Parkersburg, - - -	115 56	Sherrard's Store, - - -	56 25	Wattsboro', - - -	29 29
Patrick Court-house, - - -	41 87	Shinnston, - - -	13 37	Waylandsburg, - - -	1 26
Pattonsburg, - - -	151 96	Short Pump, - - -	18 99	Waynesboro', - - -	111 45
Pedlar's Mills, - - -	67 77	Shrewsbury, - - -	26 70	Webb's Mills, - - -	3 00
Pennsborough, - - -	19 40	Simpson's, - - -	6 54	Wellsburg, - - -	201 64
Penn's Store, - - -	54 88	Sisterville, - - -	44 89	Westernford, - - -	2 33
Percival's, - - -	126 79	Slate Mills, - - -	17 18	West Liberty, - - -	69 06
Petersburg, - - -	5,239 29	Smithfield, - - -	258 96	Westmoreland Court-house, -	110 08
Peterstown, - - -	18 22	Smith's Cross Roads, -	21 54	Weston, - - -	27 02
Philomont, - - -	11 32	Smith's Store, - - -	12 14	West Union, - - -	4 77
Physic Spring, - - -	2 48	Snapsville, - - -	3 92	Whartonsville, - - -	9
Piping Tree, - - -	37 57	Snickersville, - - -	44 95	Wheeler's Springs, - - -	4 81
Pittsylvania Court-house, -	137 99	Somerton, - - -	23 22	Wheeling, - - -	912 53
Pleasant Grove, - - -	16 44	Somerville, - - -	40 32	White Day, - - -	6 92
Pleasant Hill, - - -	16 41	South Hill, - - -	19 30	White Chimneys, - - -	117 18
Pleasant Valley, - - -	46 55	South Quazy, - - -	17 44	White Hall, - - -	32 45
Plough and Harrow, - - -	48 56	Spanish Grove, - - -	12 08	White Plains, B. county, -	72 31
Poin Dexter's Store, - - -	28 04	Sparta, - - -	2 98	White Plains, O. county, -	7 40
Point Pleasant, - - -	108 73	Spottville, - - -	10 76	White Post, - - -	63 27
Polsley's Mills, - - -	24 73	Spring Creek, - - -	6 26	White Sulphur Springs, -	134 74
Poplar Grove, - - -	16 69	Springfield, - - -	41 87	Wicomico Church, - - -	29 00
Poplar Mount, - - -	24 27	Spring Garden, - - -	6 23	Wilderness, - - -	56 04
Poplar Run, - - -	65	Stafford Court-house, -	108 21	Wilkinsonville, - - -	15 99
Port Conway, - - -	30 29	Stannardsville, - - -	45 60	Williamsburgh, - - -	458 72
Port Republic, - - -	49 13	Staunton, - - -	910 64	Wilmington, - - -	86 56
Port Royal, - - -	171 16	Steele's Tavern, - - -	6 48	Wilsonville, - - -	3 92
Portsmouth, - - -	524 47	Stevensburgh, - - -	102 72	Winchester, - - -	1,402 83
Pottiesville, - - -	31 48	Stevensville, - - -	36 20	Winn's Tavern, - - -	58 30
Powell's Tavern, - - -	13 35	Stoney Creek, - - -	19 77	Wood Grove, - - -	8 77
Price's Tavern, - - -	1 45	Stoney Fork, - - -	9 23	Woodpecker's Level, - - -	9 55
Prince Edward Court-house, -	429 40	Stoney Point, - - -	4 56	Woodstock, - - -	149 11
Princess Ann Court-house, -	50 12	Stoney Point Mills, -	6 65	Woodville, C. county, -	61 35
Prospect, - - -	21 58	Strasburgh, - - -	60 19	Wondville, H. county, -	18 74
Prospect Hill, - - -	7 42	Sturgeonsville, - - -	50 77	Wylliesburgh, - - -	37 08
Providence Inn, - - -	8 32	Sublett's Tavern, - - -	23 85	Wycoming, - - -	7 81
Pruntytown, - - -	44 60	Suffolk, - - -	357 73	Wythe Court-house, - - -	333 49
Pungoteague, - - -	43 40	Sugar Tree, - - -	4 46	Yancey's Mills, - - -	31 20
Purcell's Store, - - -	21 70	Sunny Bank, - - -	57 83	Yorktown, - - -	60 39
Raccoon Ford, - - -	29 43	Surry Court-house, -	94 18		
Raine's Tavern, - - -	43 38	Sussex Court-house, -	87 99		
Rappahannock Academy, -	16 13	Suttonville, - - -	10 48		
				Total of Virginia, - - -	\$75,406 74

NORTH CAROLINA.

Albertson's, - - -	\$7 03	Allentown, - - -	\$18 29	Bakersville, - - -	\$0 11
Albright's, - - -	32 35	Anderson's Store, - - -	28 16	Ballard's Bridge, - - -	46 59
Alexandria, - - -	25 99	Asheboro', - - -	71 38	Bath, - - -	49 01
Alexford, - - -	15 03	Aventsboro', - - -	4 89	Beard's Store, - - -	58 65
Allemance, - - -	32 58	Aversboro', - - -	81 79	Beattie's Ford, - - -	134 37
Allen's Store, - - -	2 83	Baird's Forge, - - -	16 23	Beatty's Bridge, - - -	58 56

NORTH CAROLINA—Continued.

Beaufort, - - -	\$264 95	Graham's Bridge, - - -	\$17 16	Moffitt's Mills, - - -	\$17 19
Belford, - - -	10 69	Gravelly Hill, - - -	7 72	Monroe, - - -	5 27
Bensboro', - - -	46 04	Greensboro', - - -	272 16	Morgantown, - - -	142 08
Bethania, - - -	27 05	Greenville, - - -	276 89	Morrison's Tanyard, - - -	17 50
Bethany Church, - - -	23 75	Grove Hill, - - -	3 26	Morris's Store, - - -	13 54
Bethel, - - -	2 82	Gulf, - - -	1 92	Morven, - - -	60 06
Blackely, - - -	41	Halifax, - - -	493 71	Mountain Creek, - - -	9 71
Bogle's, - - -	3 49	Hallsville, - - -	23 00	Mount Airy, - - -	30 73
Bolivar, - - -	11 39	Hamilton, - - -	23 20	Mount Mourne, - - -	26 37
Bordenville, - - -	4	Hamptonville, - - -	51 29	Mount Pisgah, - - -	10 45
Bower's Store, - - -	4 22	Haw River, - - -	46 19	Mount Pleasant, - - -	32 74
Boyle's Store, - - -	12 49	Hayesville, - - -	27 71	Mount Prospect, - - -	42 23
Bradley's Store, - - -	13 76	Haywood, - - -	6 16	Mount Tirzah, - - -	11 74
Brier Creek, - - -	11 10	Haywood Court-house, - - -	67 76	Mount Vernon, - - -	18 15
Brinkleysville, - - -	6 41	Health Seat, - - -	9 55	Mull Grove, - - -	3
Britton's Store, - - -	55 95	Hemphill's Store, - - -	11 12	Murfreesboro', - - -	368 12
Brown's Store, - - -	66 54	Hertford, - - -	97 24	Murraysville, - - -	4 22
Brownsville, - - -	46 54	Hickory Grove, - - -	8 79	Nashville, - - -	102 80
Brumel's, - - -	3 72	Hickory Mountain, - - -	9 50	Newbern, - - -	1,608 54
Bryant's Cross Roads, - - -	27 30	High Rock, - - -	54 86	Newby's Bridge, - - -	3 28
Bryan's Hill, - - -	2 24	Hilliardstown, - - -	51 83	New Garden, - - -	35 70
Buckhorn Falls, - - -	27 53	Hillsboro', - - -	605 48	New Gilead, - - -	4 92
Buffalo, - - -	13 19	Hill's Bridge, - - -	29 26	New Hope Furnace, - - -	2 97
Buffalo Shoals, - - -	4 12	Hill's Store, - - -	15 88	New Lebanon, - - -	23 42
Butler's Mill, - - -	4 64	Hokesville, - - -	19 74	New Salem, - - -	23 01
Camden Court-house, - - -	32 60	Holt's Store, - - -	9 51	Northampton Court-house, - - -	53 34
Cane Creek, - - -	5 38	Hookertown, - - -	31 82	North Cove, - - -	10
Carter's, - - -	89	Hoopewell, - - -	5 49	Norwood, - - -	20 11
Carthage, - - -	75 05	Houston, - - -	17 16	Oak Grove, - - -	3 94
Caswell Court-house, - - -	76 72	Houstonville, - - -	19 85	Oak Ridge, - - -	4
Cedar Grove, - - -	11 85	Hoyleville, - - -	14 89	Oakville, - - -	15 85
Centre, - - -	11 04	Hudson, - - -	7 08	Old Fort, - - -	13 14
Chapel Hill, - - -	361 35	Huntersville, - - -	4 93	Onslow Court-house, - - -	29 78
Charlotte, - - -	414 35	Hunt's Store, - - -	14 72	Oxford, - - -	408 31
Chestnut Ridge, - - -	3 25	Huntsville, - - -	94 71	Palmyra, - - -	47 11
China Grove, - - -	6 11	Hyde Park, - - -	74 48	Pantego, - - -	2 29
Chisholm's Store, - - -	31 38	Indianatown, - - -	20 20	Panther Creek, - - -	13 57
Clark's Store, - - -	57 67	Islandford, - - -	8 84	Paynesville, - - -	7 45
Claytonsville, - - -	6 72	Ivy, - - -	73	Pecble's Tavern, - - -	32 02
Clemmonsville, - - -	20 23	Jamestown, - - -	94 79	Philadelphus, * - - -	25 62
Clinton, - - -	135 93	Jefferson, - - -	40 70	Phillips's Store, - - -	21 28
Clover Garden, - - -	21 71	John's River, - - -	46	Pitch Landing, - - -	65 40
Coburn's Store, - - -	7 92	Jonesville, - - -	21 15	Pittsborough, - - -	217 54
Cochrane's Store, - - -	1 72	Jordsville, - - -	16 85	Pleasant Gardens, - - -	22 81
Colerain, - - -	56 34	Kenansville, - - -	65 43	Pleasant Grove, - - -	24 94
Columbia, - - -	38 85	Kendall's Store, - - -	17 89	Plymouth, - - -	416 07
Comfort, - - -	1 38	Kinston, - - -	149 64	Prince's Bridge, - - -	13 65
Concord, - - -	164 72	Kirkville, - - -	1 05	Providence, - - -	20 01
Cool Spring, - - -	25 48	La Grange, - - -	14 94	Prospect Hill, - - -	15 19
Council's Store, - - -	4 58	Lake Landing, - - -	11 45	Queensdale, - - -	8 57
Cowan's Store, - - -	17 09	Lanesboro', - - -	21 93	Raleigh, - - -	2,185 34
Cowper Hill, - - -	5 58	Laurel Hill, - - -	74 57	Randallsville, - - -	27 05
Cox's Store, - - -	47 09	Lawrenceville, - - -	71 32	Ransom's Bridge, - - -	27 93
Cross Roads, - - -	3 41	Leaksville, - - -	50 01	Rawlingsburg, - - -	40 56
Cunningham's Store, - - -	35 44	Leasburgh, - - -	57 57	Red House, - - -	31 73
Curlin's Tavern (or Cross Roads,) - - -	4 33	Leesville, - - -	1 12	Red Mountain, - - -	27 54
Currituck Court-house, - - -	38 75	Lemay's Cross Roads, - - -	33 53	Reid's Store, - - -	21 71
Dancey's Store, - - -	29 12	Lenox Castle, - - -	13 38	Richland's, - - -	21 02
Davis's Cross Roads, - - -	47	Lexington, - - -	140 51	Rockfish, - - -	44 76
Davis's Store, - - -	1 81	Liberty Hill, - - -	21 05	Rockford, - - -	39 26
Deep River, - - -	50	Limestone, - - -	22 29	Rock Rest, - - -	29 24
Diamond Grove, - - -	16 27	Lindley's Store, - - -	24 52	Rockingham, - - -	134 72
Dillonsville, - - -	21 37	Little River, - - -	7 84	Rocky Creek, - - -	12 91
Dobson's Cross Roads, - - -	54 49	Littleton, - - -	22 06	Rncky Mount, - - -	43 71
Dockery's Store, - - -	16 17	Log-house Landing, - - -	9 15	Rocky River, - - -	6 53
Dorsetville, - - -	25 92	Long Creek, - - -	3 76	Rocky Springs, - - -	15 66
Duplin (Old) Court-house, - - -	9 47	Long's Mills, - - -	16 97	Role's Store, - - -	51 87
Eagle Rock, - - -	2 87	Longtown, - - -	6 91	Roseneath, - - -	11 63
Edenborough, - - -	3 42	Louisburgh, - - -	583 79	Roxborough, - - -	67 33
Edenton, - - -	906 46	Lower Creek, - - -	4 78	Rutherfordton, - - -	138 14
Elizabeth City, - - -	539 97	Lumberton, - - -	146 70	Salem, - - -	75 91
Ellisville, - - -	24 12	Lynessville, - - -	9 62	Salisbury, - - -	563 38
Elizabethtown, - - -	185 33	McMurray's Store, - - -	13 59	Sandy Grove, - - -	12 01
Enfield, - - -	60 24	Madison, - - -	15 28	Scotland Neck, - - -	157 30
Erwinsville, - - -	11 15	Marley's Mills, - - -	3 97	Scottsville, - - -	4 33
Fair Grove, - - -	2 94	Martin's Store, - - -	10 75	Scul Camp, - - -	12 25
Falltown, - - -	6 46	Martinsville, - - -	22 53	Selby's Store, - - -	8 19
Fawcett's Store, - - -	11 30	Mason Hall, - - -	36 80	Shady Grove, - - -	2 45
Fayetteville, - - -	2,157 81	Maxwell's Store, - - -	12 79	Sherrill's Ford, - - -	11 26
Findleysville, - - -	14 57	Maybin's Store, - - -	6 12	Shiloh, - - -	15 10
Fish Dam, - - -	36 18	Mayo, - - -	5 90	Sloansville, - - -	4 96
Fort Dehance, - - -	22 34	Mechanic's Hill, - - -	24 27	Smithfield, - - -	149 87
Fortune's Fork, - - -	3 66	Meltonsville, - - -	26 40	Smith's Store, - - -	5 42
Franklin, - - -	64 38	Mercersville, - - -	4 82	Smithville, - - -	231 67
French's Mills, - - -	25 10	Merry Hill, - - -	36 68	Sneedsborough, - - -	7 41
Fullwood's Store, - - -	6 38	Middle Creek, - - -	52 88	Snow Hill, - - -	15 03
Fulton, - - -	9 38	Military Grove, - - -	1 11	Spring Bank, - - -	23 40
Gardner's Bridge, - - -	1 31	Minton, - - -	302 28	Spring Garden, - - -	6 31
Gardner's Store, - - -	2 09	Milton, - - -	2 25	Spring Grove, - - -	32 05
Gates Court-house, - - -	38 30	Montpelier, - - -	13 23	Spring Hill, - - -	44 19
Gerine's Store, - - -	65	Mooresboro', - - -	17 96	Stantonsburg, - - -	109 28
Germantown, - - -	103 11	Mooring's Cross Roads, - - -	3 81	Statesville, - - -	194 79
Germantown, H. county, - - -	8 37	Morgan's Store, - - -	15 16	Steele's Mills, - - -	50 45
Glasgow's Store, - - -	12 75	Mocksville, - - -	101 47	Stewartsville, - - -	5 40

KENTUCKY—Continued.

Dry Creek, - - -	\$29 79	Leesburg, - - -	\$55 92	Pikeville, - - -	\$0 12
Dry Ridge, - - -	6 02	Lewisburg, - - -	9 34	Plain Dealing, - - -	11 05
Eddyville, - - -	48 75	Lewis Court-house, - - -	19 68	Poplar Plains, - - -	34 79
Edmonton, - - -	26 83	Lexington, - - -	3,829 88	Port William, - - -	61 82
Elizabethtown, - - -	210 15	Liberty, - - -	38 26	Prestonburg, - - -	29 75
Elkton, - - -	223 56	Lindsey's Mills, - - -	8 28	Prewitt's Knob, - - -	10 68
Elliott's Cross Roads, - - -	11 26	Litchfield, - - -	37 83	Princeton, - - -	240 50
Etna Furnace, - - -	21 61	Little York, - - -	20 77	Raleigh, - - -	6 85
Everitt's House, - - -	15 26	Louisa, - - -	34 95	Red River Works, - - -	3 20
Fairfield, - - -	17 63	Louisville, - - -	3,549 64	Richmond, - - -	495 29
Falmouth, - - -	55 60	Lower Blue Lick, - - -	28 68	Roberts's Store, - - -	9 29
Fisher's Tan Yard, - - -	1 06	McNary's, - - -	4 01	Rocky Hill, - - -	18 86
Flagg Springs, - - -	5 79	Madisonville, - - -	108 97	Rocky Ridge, - - -	7 49
Flat Lick, - - -	8 92	Manchester, - - -	29 31	Rowlett's, - - -	2 63
Flemingsburg, - - -	306 81	Martinsburg, - - -	2 82	Ruddle's Mills, - - -	19 04
Floydsburg, - - -	28 65	Martinsville, - - -	4 69	Russellville, - - -	569 17
Fountain Powder Mills, - - -	18 53	Maxville, - - -	11 32	Salem, - - -	125 51
Francesburg, - - -	12	Mayfield, - - -	16 21	Salvisa, - - -	49 25
Frankfort, - - -	1,357 77	May's Lick, - - -	213 96	Sanders, - - -	7 08
Franklin, - - -	161 75	Middletown, - - -	89 43	Severn Creek, - - -	7 81
Fredericksburg, - - -	47 25	Midway, - - -	1 42	Scottsville, - - -	108 67
Gainesburg, - - -	11 37	Millersburg, - - -	128 78	Sharpburg, - - -	78 61
Gaines's Cross Roads, - - -	34 96	Miller's Creek, - - -	1 17	Shelbyville, - - -	607 83
Georgetown, - - -	413 38	Miller's Inn, - - -	15 57	Shepherdsville, - - -	77 65
Ghent, - - -	38 13	Millertown, - - -	22	Sherburne Mills, - - -	28 47
Gist's, - - -	1 08	Mill Springs, - - -	11 59	Shippingport, - - -	73 37
Glasgow, - - -	366 71	Milton, - - -	26 05	Simpsonville, - - -	48 85
Goudson's, - - -	17	Minerva, - - -	47 96	Smithland, - - -	98 48
Gorham, - - -	3 74	Monroe, - - -	7 06	Smith's Grove, - - -	35 85
Grangerville, - - -	5 67	Montezuma Salt Works, - - -	5 07	Smith's Mills, - - -	11 00
Grant's Lick, - - -	2 82	Monticello, - - -	116 84	Somerset, - - -	97 08
Grassy Creek, - - -	6 13	Morganfield, - - -	190 81	South Union, - - -	32 55
Great Crossings, - - -	68 14	Morgantown, - - -	31 73	Springfield, - - -	210 38
Greensburg, - - -	261 92	Mortonsville, - - -	1 19	Stanford, - - -	102 26
Greenup Court-house, - - -	120 69	Mount Sterling, - - -	349 62	Stephensport, - - -	14 24
Greenville, - - -	93 75	Mount Vernon, - - -	37 86	Taylorsville, - - -	88 39
Grubb's Ferry, - - -	1 13	Mount Zion, B. county, - - -	30 07	Tompkinsville, - - -	66 23
Hanging Fork, - - -	25 99	Mount Zion, - - -	8 12	Trenton, - - -	55 59
Hardinsburg, - - -	193 12	Mud Camp, - - -	3 85	Triplett, - - -	5 63
Hardinsville, - - -	14 42	Munfordsville, - - -	95 30	Turkey Foot, - - -	3 21
Harrodsburg, - - -	458 45	New Castle, - - -	206 78	Vanceburg, - - -	21 92
Hartford, - - -	118 02	New Liberty, - - -	34 91	Versailles, - - -	636 58
Hazlepatch, - - -	30 79	New Market, - - -	10 57	Visalia, - - -	5 57
Henderson, - - -	330 14	Newport, - - -	89 92	Walcim, - - -	7 98
Hermansville, - - -	27 73	Newtown, G. county, - - -	4 68	Wadesborough, - - -	66 94
Hodginsville, - - -	19 15	Newtown, S. county, - - -	20 54	Washington, - - -	219 38
Hopkinsville, - - -	612 85	Nicholasville, - - -	255 36	West Liberty, - - -	12 31
Horse-shoe Bottom, - - -	5 48	North Middleton, - - -	53 29	West Point, - - -	26 91
Indian town, - - -	25	Oakley, - - -	2 36	Westport, - - -	60 52
Irvine, - - -	32 65	Olympian Springs, - - -	4 19	Whitely Court-house, - - -	11 35
Isbelsville, - - -	25 78	Owensborough, - - -	205 59	Williamsburg, - - -	32 70
Jamestown, - - -	26 18	Owntown, - - -	28 42	Williamston, - - -	1 58
Jefferson, - - -	40 38	Owingsville, - - -	132 43	Wilmington, - - -	23 27
Kennedy's, - - -	48	Paint Creek, - - -	2 85	Winchester, - - -	419 42
Lafayetteville, - - -	2 65	Paris, - - -	888 18	Woodward's Cross Roads, - - -	2 52
La Grange, - - -	7 08	Patrick's Salt Works, - - -	4 90	Yocum's, - - -	4 16
Lampton's, - - -	2 92	Perry Court-house, - - -	5 73		
Lancaster, - - -	179 36	Perryville, - - -	75 97		
Laurenceburg, - - -	94 57	Petersburg, - - -	20 84		
Lebanon, - - -	145 61	Pike Court-house, - - -	2 88		
				Total of Kentucky, - - -	\$26,792 95

TENNESSEE.

Alexandria, - - -	\$49 55	Check's Cross Roads, - - -	\$1 84	Effingham, - - -	\$16 88
Allensville, - - -	1 50	Chota, - - -	10 95	Elizabethtown, - - -	46 27
Athens, - - -	203 42	Christiansville, - - -	9 31	Elkridge, - - -	2 42
Bean's Station, - - -	53 21	Chuckey Bend, - - -	25 26	Elkton, - - -	151 25
Beach Grove, - - -	18 06	Chunn's Store, - - -	14 68	Emery Iron Works, - - -	2 90
Beach Hill, - - -	25 84	Civil Order, - - -	5 44	Farmington, - - -	91 35
Big Creek, - - -	35 06	Clarksville, - - -	457 15	Fayette Corner, - - -	1 65
Blair's Cross Roads, - - -	28 10	Clear Creek, - - -	22 56	Fountain of Health, - - -	54 41
Blair's Ferry, - - -	12 85	Clinton, - - -	49 78	Franklin, - - -	866 75
Blountsville, - - -	174 33	Clover Creek, - - -	11 49	Fredonia, - - -	8 64
Bolivar, - - -	499 81	Clover Hill, - - -	14 36	Gainesborough, - - -	41 99
Boyd's Creek, - - -	12 81	Columbia, - - -	1,027 51	Gallatin, - - -	395 60
Bright Hope, - - -	3 54	Columbus, - - -	38 85	Good Spring, - - -	1 43
Bradshaw's, - - -	3 88	Cotton Grove, - - -	47 77	Gordonsville, - - -	19 38
Brookhill, - - -	13 21	Covington, - - -	204 41	Gray's Ferry, - - -	10 93
Brownsville, - - -	192 61	Cullen, - - -	9 27	Green Garden, - - -	34 95
Cain's Fork, - - -	1 31	Daly's, - - -	2 90	Green Tree Grove, - - -	4 99
Cairo, - - -	148 88	Dandridge, - - -	110 66	Greenville, - - -	269 07
Calhoun, - - -	43 75	Danville, - - -	37 03	Greenville College, - - -	3 84
Caledonia, - - -	67	Deep Spring, - - -	7 18	Hamilton Court-house, - - -	10 38
Campbell's Station, - - -	53 27	Delphi, - - -	4 88	Hardinsville, - - -	95 50
Canasauga, - - -	4 94	Denmark, - - -	77 73	Harpeth, - - -	84 70
Carrollville, - - -	9 00	Dixon's Springs, - - -	47 31	Harrisburg, - - -	19 96
Carthage, - - -	229 30	Dougherty's, - - -	13 33	Hartsville, - - -	167 68
Cedar Grove, - - -	26 56	Dover, - - -	90 24	Haskinsville, - - -	19 32
Centerville, - - -	56 35	Dresden, - - -	134 96	Hendersonville, - - -	56 59
Charlottesville, - - -	184 41	Dyer Court-house, - - -	67 71	Henry's Cross Roads, - - -	7 68

TENNESSEE—Continued.

Herrin's, - - -	\$1 17	Morgan, - - -	\$1 53	Rogersville, - - -	\$198 11
Hickory Creek, - - -	16 68	Morgantown, - - -	28 31	Round Lick, - - -	35 85
High Plains, - - -	3 94	Mossy Creek, - - -	17 84	Rutledge, - - -	87 86
Hilham, - - -	17 88	Mount Airy, - - -	8 11	Salem, - - -	109 39
Hillsborough, - - -	42 43	Mount Comfort, - - -	42 64	Seacree's, - - -	27 89
Hilton's, - - -	7 03	Mount Henry, - - -	13 42	Sevier Court-house, - - -	44 44
Holt's Store, - - -	18 49	Mount Pleasant, - - -	218 91	Shannonsville, - - -	21 64
Hornbarger's, - - -	6 38	Mount View, - - -	11 27	Shelbyville, - - -	589 66
Huntingdon, - - -	283 53	Mouth of Tellico, - - -	23 82	Shown's Cross Roads, - - -	16 08
Huntsville, - - -	23 64	Mullay's, - - -	1 53	Smith's Cross Roads, - - -	9 80
Hurt's Cross Roads, - - -	20 93	Murfreesborough, - - -	789 11	Somerville, - - -	158 92
Isom's Store, - - -	17 09	Nashville, - - -	3,474 40	Sparta, - - -	286 38
Jackson, - - -	841 49	New Canton, - - -	8 37	Speedwell, - - -	14 82
Jacksonborough, - - -	41 95	New Hope, - - -	7 3	Spring Creek, - - -	39 60
Jamestown, - - -	7 74	New Market, - - -	53 27	Springfield, - - -	112 24
Jasper, - - -	114 60	Newport, - - -	61 92	Spring Hill, - - -	50 67
Jefferson, - - -	123 93	Noah's Fork, - - -	3 33	Statesville, - - -	56 15
Jonesborough, - - -	279 91	Nolensville, - - -	65 09	Stone Fort, - - -	2 94
Kingsport, - - -	168 75	Oliver's, - - -	7 70	Surguinesville, - - -	57 55
Kingston, - - -	208 29	Pactolus, - - -	11 30	Tazewell, - - -	90 77
Knoxville, - - -	708 29	Palmyra, - - -	56 66	Tellico, - - -	82 76
Lancaster, - - -	29 32	Paperville, - - -	22 05	Tellico Plains, - - -	17 24
Laurel Furnace, - - -	1 09	Paradise, - - -	20	Ten Mile, - - -	5 74
Laurenceburg, - - -	93 49	Paris, - - -	572 55	Trenton, - - -	173 74
Lebanon, - - -	420 97	Perryville, - - -	98 72	Trousdale, - - -	2 74
Leesburg, - - -	42 64	Philadelphia, - - -	40 80	Troy, - - -	34 34
Lenoir's, - - -	7 68	Pigeon Roost, - - -	1 16	Turnersville, - - -	31 32
Lexington, - - -	171 34	Pikeville, - - -	79 91	Tyree's Springs, - - -	20 33
Liberty, S. county, - - -	36 51	Plat Spring, - - -	1 07	Unionia, - - -	10 45
Liberty East, - - -	6 90	Pleasant Grove, - - -	23 55	Valleytown, - - -	3 70
Locust Shade, - - -	8 56	Pleasant Plains, - - -	11 19	Vernon, - - -	35 47
Lynchburg, - - -	42 82	Pleasant Gardens, - - -	6 32	Warnersville, - - -	8 16
Lynn Creek, - - -	49 04	Pleasant Exchange, - - -	34 17	Warrensburg, - - -	26 86
McAllister's Cross Roads, - - -	25 83	Point Centre, - - -	19 80	Washington, - - -	73 38
McLean's Mills, - - -	15 77	Port Royal, - - -	59 13	Waynesborough, - - -	60 63
McMinnville, - - -	255 78	Prestonville, - - -	17 95	Wesley, - - -	4 40
McNairy Court-house, - - -	82 37	Prigmore's, - - -	48	White Plains, - - -	12 28
Mansker's Creek, - - -	30 43	Pulaski, - - -	393 27	Williamsburgh, - - -	4 70
Marysville, - - -	214 77	Raleigh, - - -	18 89	Williamsport, - - -	39 10
Mecklinburg, - - -	3 87	Readyville, - - -	57 01	Wilson's, - - -	2 43
Meigsville, - - -	5 66	Red Bridge, - - -	18 91	Winchester, - - -	456 05
Memphis, - - -	359 82	Red River Forge, - - -	15 76	Wolf River, - - -	117 08
Middleburg, - - -	37 77	Reynoldsburgh, - - -	110 60	Wood's Hill, - - -	8 06
Milton, - - -	12 76	Rheatown, - - -	25 18	Yellow Creek Furnace, - - -	9 32
Milton, L. county, - - -	17 08	Richland Grove, - - -	3 50		
Monroe, - - -	104 20	Robertson's Fork, - - -	68 63	Total of Tennessee, - - -	\$21,945 53
Montgomery, - - -	1 51	Rock Island, - - -	13		
Mooreville, - - -	5 01	Rocky Springs, - - -	28 71		

ALABAMA.

Ashville, - - -	\$141 68	Dodsonville, - - -	\$0 01	Montezuma, - - -	\$28 11
Athens, - - -	470 03	Doyal's Mills, - - -	30 60	Montgomery, - - -	43 26
Bainbridge, - - -	9 07	Eastport, - - -	11 02	Mooresville, - - -	299 07
Barron's, - - -	59	Elyton, - - -	212 05	Moulton, - - -	258 37
Bellefonte, - - -	164 90	Erie, - - -	327 32	Mount Meigs, - - -	81 48
Belleville, - - -	60 70	Ernest's Store, - - -	65 39	Mount Pleasant, - - -	53 13
Bennington, - - -	14 54	Fayette Court-house, - - -	33 71	Mount Sharon, - - -	1 27
Bibb Court-house, - - -	47 60	Florence, - - -	837 02	Mulberry Creek, - - -	93 10
Big Swamp, - - -	112 19	Fort Dale, - - -	49 30	New Hope, - - -	2 56
Black's Bluff, - - -	35 07	Fort Jackson, - - -	6 40	New Market, - - -	20 54
Blakely, - - -	12 82	Fort Stoddert, - - -	2 74	Oak Grove, - - -	4 03
Blountsville, - - -	174 33	Gandy's Cove, - - -	17	Oak Hall, - - -	29 00
Boyle's, - - -	18	Goff's Store, - - -	11 94	Oldtown, - - -	1 99
Brooklyn, - - -	12 08	Greensborough, - - -	589 99	Owen's Ferry, - - -	27
Brownsborough, - - -	65 89	Greenville, - - -	168 83	Paint Rock, - - -	3 47
Brown's Ferry, - - -	32 32	Halbert's, - - -	10 79	Perry Court-house, - - -	286 93
Buck's Store, - - -	28 49	Hargrove, - - -	6 29	Pickens Court-house, - - -	166 76
Burnt Corn Springs, - - -	108 44	Havana, - - -	145 26	Pike Court-house, - - -	110 93
Burrow's Old Store, - - -	8 98	Harrison's Store, - - -	12 35	Pikeville, - - -	101 63
Cahaba, - - -	526 04	Hazlegreen, - - -	134 85	Pine Orchard, - - -	9 82
Campbell's Store, - - -	39 05	Hebron, - - -	19 71	Pintala, - - -	10 09
Canton, - - -	14 94	Hemphill, - - -	11 25	Pleasant Ridge, - - -	37 44
Carthage, - - -	62 69	Holiday's, - - -	18 55	Pleasant Valley, - - -	57
Centerville, - - -	78 43	Honey Hill, - - -	32 78	Portland, - - -	6 41
Church Hill, - - -	23 08	Huntsville, - - -	1,359 40	Post Oak Level, - - -	25 70
Claiborne, - - -	575 78	Irvine's Store, - - -	6 26	Richardson's, - - -	20 11
Clarksville, - - -	41 03	Jackson, - - -	120 82	Rogersville, - - -	26 61
Clinton, - - -	55 78	Johnson's Mills, - - -	13 51	Russellville, - - -	346 27
Coffeeville, - - -	69 21	Jonesborough, - - -	82 54	Saint Stephen's, - - -	89 88
Columbia, - - -	1 31	La Grange, - - -	25 25	Sanders's, - - -	23 90
Coosada, - - -	86 73	Leaman's Store, - - -	24 72	Sawyer's, - - -	14 12
Cornish's, - - -	6 37	Leighton, - - -	103 68	Scroggabout, - - -	25
Cotton Port, - - -	16 14	Loch Ranza, - - -	49 02	Selma, - - -	587 18
Courtland, - - -	700 16	Lower Peach Tree, - - -	19 21	Shelbyville, - - -	33 62
Creek Path, - - -	7 06	Marengo, - - -	148 27	Smith's Store, - - -	47 48
Daleton, - - -	116 00	Masonville, - - -	7 01	Somerville, - - -	174 90
Danbridge, - - -	4 48	Meridianville, - - -	68 54	South Florence, - - -	159 21
Decatur, - - -	165 64	Mobile, - - -	1,997 36	Sparta, - - -	177 80
Demopolis, - - -	158 09	Montevallo, - - -	126 91	Springfield, - - -	200 18

ALABAMA—Continued.

Sugsville, - - - \$153 90	Vernon, - - - \$158 78	Williamston, - - - \$6 64
Tensaw, - - - 24 25	Walker Court-house, - - - 6 22	Willstown, - - - 3 58
Town Creek Mills, - - - 13 56	Washington, - - - 290 69	Woodville, - - - 9 58
Triana, - - - 240 75	Washington Court-house, - - - 61 98	
Tuscumbia, - - - 827 18	Waterloo, - - - 8 65	Total of Alabama, - - - \$18,106 11
Tuscaloosa, - - - 1,374 84	White Hall, - - - 44 32	
Upper Peach Tree, - - - 26 48	Whitesburgh, - - - 96 48	

INDIANA.

Abington, - - - \$1 00	Greensburg, - - - \$83 07	Paoli, - - - \$123 21
Allensville, - - - 12 05	Greenville, - - - 28 47	Paris, - - - 15 47
Andersontown, - - - 8 09	Hanover, - - - 16 12	Patriot, - - - 9 66
Attica, - - - 34 23	Hardinsburgh, - - - 11 75	Pendleton, - - - 5 21
Aurora, - - - 39 80	Harmony, - - - 243 36	Perrysville, - - - 46
Barbersville, - - - 11 38	Hartford, - - - 33 92	Petersburgh, - - - 36 26
Bedford, - - - 74 75	Hindostan, - - - 51 64	Pleasant Ridge, - - - 3 09
Bethlehem, - - - 27 31	Honey Creek, - - - 12 55	Plum Orchard, - - - 47
Bloomfield, - - - 31 74	Indianapolis, - - - 379 23	Port Royal, - - - 7 36
Bloomington, - - - 159 01	Jacksonburgh, - - - 17 95	Prairie Creek, - - - 13 75
Bono, - - - 27 41	Jeffersonville, - - - 70 15	Princeton, - - - 84 40
Boonville, - - - 53 63	Laconia, - - - 3 44	Printer's Retreat, - - - 6 55
Boydenville, - - - 5 70	Lafayette, - - - 56 69	Quercus Grove, - - - 7 41
Brandywine, - - - 2 69	Laurenceburgh, - - - 186 03	Richland, - - - 26
Brookville, - - - 142 07	Leesville, - - - 10 16	Richmond, - - - 187 12
Brownstown, - - - 48 22	Leavenworth, - - - 20 07	Rising Sun, - - - 87 70
Brownsville, - - - 32 93	Lexington, - - - 63 95	Rockport, - - - 34 12
Bruceville, - - - 18 41	Liberty, - - - 83 59	Rockville, - - - 71 06
Carlisle, - - - 61 26	Livonia, - - - 30 01	Rome, - - - 28 12
Centreville, - - - 67 06	McCallen's Cross Roads, - - - 6 43	Roseville, - - - 32 39
Charleston, - - - 170 43	Madison, - - - 323 61	Rushville, - - - 87 80
Clinton, - - - 14 50	Manchester, - - - 22 63	Salem, - - - 231 85
Columbus, - - - 96 29	Marion, - - - 3 00	Saundersville, - - - 16 74
Connorsville, - - - 126 88	Martinsville, - - - 24 63	Shelbyville, - - - 52 16
Corydon, - - - 104 77	Mauckport, - - - 94	Sinking Creek, - - - 8 72
Covington, - - - 40 09	Merom, - - - 36 01	Sinkard's Mills, - - - 6 50
Crawfordsville, - - - 139 50	Mill Creek, - - - 2 43	Smith's, - - - 6 75
Cross Plains, - - - 3 26	Millington, - - - 41	Smockville, - - - 11 62
Crossings of Duck Creek, - - - 3 13	Milton, - - - 51 29	Somerset, - - - 22 75
Cynthiana, - - - 21 37	Montezuma, - - - 20 36	Spencer, - - - 57 72
Danville, - - - 17 67	Moore's Hill, - - - 7 92	Spring Hill, - - - 40
Dickson's Mills, - - - 14 70	Mooresville, - - - 22 32	Springville, - - - 6 25
Dunlapsville, - - - 20 72	Morven, - - - 10 15	Terre Haute, - - - 235 62
Economy, - - - 3 59	Mount Pleasant, - - - 10 45	Troy, - - - 39 17
Edinburgh, - - - 39 85	Mount Sterling, - - - 13 02	Tuckersville, - - - 14 08
Elizabeth, - - - 3 16	Mount Vernon, - - - 67 53	Utica, - - - 24 25
Elliotville, - - - 11 84	Murray's Mills, - - - 6 71	Valonia, - - - 5 50
Emison's Mills, - - - 3 38	New Albany, - - - 188 31	Vandalia, - - - 12
Eugene, - - - 11 73	Nanceville, - - - 3 53	Vernon, - - - 47 83
Evansville, - - - 97 31	Napoleon, - - - 6 79	Versailles, - - - 27 22
Everson, - - - 94	New Castle, - - - 18 37	Vevay, - - - 107 82
Fairfield, - - - 23 52	New Garden, - - - 13 07	Washington, - - - 78 70
Fischlie's Mills, - - - 9 17	New London, - - - 12 84	Waterloo, - - - 6 25
Fort Wayne, - - - 158 26	Newport, - - - 20 08	West Liberty, - - - 34 57
Franklin, - - - 15 61	New Providence, - - - 6 73	White Water, - - - 2 74
Fredericksburgh, - - - 7 25	New Trenton, - - - 21 83	Wilmington, - - - 13 45
Fredonia, - - - 34 30	New Washington, - - - 21 09	Winchester, - - - 1,402 83
Gallatin, - - - 7 26	Nolesville, - - - 22 80	
Geneva, - - - 9 35	Orleans, - - - 27 03	
Gentry's Store, - - - 2 52	Otter Creek, - - - 3 37	
Green Castle, - - - 106 84	Owenville, - - - 10 67	

ILLINOIS.

Albion, - - - \$80 21	Frankfort, - - - \$37 62	Mount Carmel, - - - \$42 74
Alton, - - - 20 42	Fulton Court-house, - - - 34 65	Mount Pleasant, - - - 6 98
America, - - - 19 16	Galena, - - - 179 30	Mount Vernon, - - - 34 63
Bay Creek, - - - 22	Galum, - - - 3 96	New Haven, - - - 24 98
Belleville, - - - 8 42	Gilead, - - - 13 84	Palestine, - - - 65 98
Bon Pas, - - - 15 21	Golconda, - - - 55 50	Paris, - - - 68 42
Brownsville, - - - 57 66	Greenville, - - - 82 14	Peoria, - - - 31 13
Canton, - - - 14 94	Harrisonville, - - - 11 72	Prairie Du Roche, - - - 3 28
Carlyle, - - - 58 81	Hillsborough, - - - 92 47	Pleasant Vale, - - - 2 27
Carmi, - - - 58 71	Horns, - - - 11 57	Pinckneyville, - - - 4 64
Carroll, - - - 5 24	Jacksonville, - - - 164 61	Quincy, - - - 22 24
Carrollton, - - - 38 22	James's Mills, - - - 10 37	Rock Island, - - - 84 08
Cash River, - - - 36	Jonesborough, - - - 77 75	Rock Spring, - - - 9 55
Centreville, - - - 39 61	Kane, - - - 4	Ross's, - - - 21 67
Cherry Grove, - - - 16 60	Kaskaskia, - - - 239 49	Rushville, - - - 17 28
Clark Court-house, - - - 18 12	Lawrenceville, - - - 68 01	Salem, - - - 12 95
Collinsville, - - - 13 57	Lebanon, - - - 56 12	Saline, U. S., - - - 29 90
Columbia, - - - 10 63	McLeansborough, - - - 33 42	Salt Creek, - - - 2 50
Concord, - - - 2 06	Mackinaw, - - - 5 19	Sangamon, - - - 19 00
Covington, - - - 3 54	Mackinac Settlement, - - - 15 17	Sangamon Court-house, - - - 248 21
Edwardsville, - - - 211 17	Maysville, - - - 20 98	Shannon's Store, - - - 1 10
Exeter, - - - 35 34	Mill Creek, - - - 2 43	Steele's Mills, - - - 3 11
Fairfield, - - - 37 34	Moore's Prairie, - - - 5 82	Sugar Creek, - - - 4 06

ILLINOIS—Continued.

Trinity, - - -	\$16 10	Walnut Hill, - - -	\$12 07	Williamsport, - - -	\$5 42
Twitchell's Mills, - - -	15 00	Wanborough, - - -	13 70	York, - - -	29 15
Union, - - -	8 27	Waterloo, - - -	15 48		
Vandalia, - - -	189 37	Whitehall, - - -	2 02	Total of Illinois, - - -	\$3,099 94
Vienna, - - -	18 34	Wiggin's Ferry, - - -	26 59		

MISSOURI.

Alexandria, - - -	\$22 76	Fredericktown, - - -	\$68 82	Newport, - - -	\$33 85
Apple Creek, - - -	15 93	Fruits, - - -	23 48	Ogden, - - -	7 75
Bainbridge, - - -	9 07	Fulton, - - -	160 01	Old Mines, - - -	9 23
Barren's, - - -	33 11	Harrison, - - -	22 94	Palmyra, - - -	177 28
Belle Fontaine, - - -	7 80	Herculaneum, - - -	71 14	Perkins, - - -	17 04
Benton, - - -	35 92	Hibernia, - - -	4 15	Perryville, - - -	21 84
Big River Mills, - - -	14 64	Hickory Grove, - - -	15 40	Petit Gulf, - - -	334 45
Bluffton, - - -	28 95	Independence, - - -	14 97	Pineknay, - - -	11 94
Booneville, - - -	119 66	Jackson, - - -	189 01	Point Labbadie, - - -	12 34
Bowling Green, - - -	46 85	Jefferson City, - - -	164 48	Potosi, - - -	280 65
Cape Girardeau, - - -	30 04	Jefferson Barracks, - - -	107 93	Round Prairie, - - -	4 17
Carondelet, - - -	4 26	Lewistown, - - -	22 18	Saint Charles, - - -	118 66
Chariton, - - -	102 87	Lexington, - - -	17 91	Saint Genevieve, - - -	158 59
Clarksville, - - -	76 66	Lexington Hill, - - -	114 28	Saint Louis, - - -	3,919 56
Clay Court-house, - - -	373 72	Louisiana, - - -	77 60	Salma, - - -	2 91
Columbia, - - -	230 02	Loutre Island, - - -	9 44	Sexton's, - - -	18 09
Cook's Settlement, - - -	5 00	Loutre Lick, - - -	9 19	Troy, - - -	83 14
Cote Sans Dessein, - - -	14 65	Manchester, - - -	40 17	Turner's Mill, - - -	15 74
Dardenne Bridge, - - -	72	Marion, - - -	14 63	Union, - - -	2 23
Eagle Creek, - - -	11 47	Marthasville, - - -	21 40	Valley Mines, - - -	20 26
Farmington, - - -	43 88	Meridian Spring, - - -	4 91	Walnut Farm, - - -	40 79
Fayette, - - -	206 10	Mine Shibleth, - - -	25 92	Waverly, - - -	11 79
Florissant, - - -	69 82	Mount Prairie, - - -	4 19	Yankcetown, - - -	1 02
Fort Osage, - - -	21 53	Naylor's Store, - - -	23 85		
Four Mile Prairie, - - -	47	New Caledonia, - - -	55 02	Total of Missouri, - - -	\$8,551 52
Fox's, - - -	4 94	New London, - - -	68 80		
Franklin, - - -	290 13	New Madrid, - - -	105 21		

MISSISSIPPI.

Augusta, - - -	\$37 69	Jackson, - - -	\$344 75	Pleasant Grove, - - -	\$0 33
Belmont, - - -	10 49	Jackson Court-house, - - -	11 96	Portersville, - - -	4 48
Bogue Chitto, - - -	19 92	Jayne's Store, - - -	43 16	Port Gibson, - - -	1,265 85
Centreville, - - -	120 45	Kingston, - - -	44 71	Quincy, - - -	20 94
China Grove, - - -	10 40	Leaf River, - - -	27 10	Red Bluff, - - -	41 28
Choctaw Agency, - - -	36 02	Leakesville, - - -	7 06	Rocky Springs, - - -	37 06
Columbia, - - -	159 52	Liberty, - - -	224 08	Shieldsborough, - - -	22 38
Columbus, - - -	292 37	Lott's Mills, - - -	24 94	Spring Cottage, - - -	3 89
Cotton Gin Port, - - -	92 68	McCall's Creek, - - -	4 84	Twin Bluffs, - - -	13 85
Dardenne, - - -	4 25	McManus, - - -	4 43	Vicksburgh, - - -	723 89
Doak's Stand, - - -	44 31	Meadville, - - -	130 84	Warrentown, - - -	170 69
Ellisville, - - -	2 82	Monroe, - - -	55 03	Washington, - - -	352 01
Fayette, - - -	136 32	Montalban, - - -	6 58	Westville, - - -	20 70
Fordsville, - - -	20 85	Monticello, - - -	249 63	White Sand, - - -	39 11
Fort Adams, - - -	52 82	Mount Carmel, - - -	33 48	Williamsburg, - - -	6 12
Gallatin, - - -	136 89	Mount Pleasant, - - -	55 54	Winchester, - - -	68 92
Georgetown, - - -	3 82	Mount Salus, - - -	133 39	Woodville, - - -	1,029 82
Good's Tan Yard, - - -	4 11	Mount Zion, - - -	47 36	Yazoo Court-house, - - -	76 18
Greenville, - - -	155 96	Natchez, - - -	3,158 56		
Hamilton, - - -	113 12	Oaktonie, - - -	12 99	Total of Mississippi, - - -	\$10,461 25
Holmesville, - - -	186 24	Pearlington, - - -	22 20		
Hulca, - - -	17 06	Pinckneyville, - - -	259 81		

LOUISIANA.

Alexandria, - - -	\$762 50	Franklin, - - -	\$266 64	Natchitoches, - - -	\$514 83
Allen's settlement, - - -	33 19	Franklinton, - - -	31 07	New Iberia, - - -	121 15
Assumption, - - -	45 60	Harrisonburgh, - - -	110 23	New Orleans, - - -	20,585 88
Baton Rouge, - - -	1,029 91	Iberville, - - -	84 36	Opelousas, - - -	637 54
Bayou Chicot, - - -	38 71	Ile Breville, - - -	33 94	Petite Coquille, - - -	81 88
Belle Grove, - - -	56 24	Jackson, - - -	215 61	Plaquemine, - - -	108 83
Bonnet Carre, - - -	102 96	Jacksonville Springs, - - -	13 38	Point Coupee, - - -	70 42
Bringers, - - -	251 42	Laurel Hill, - - -	106 87	Richland Hill, - - -	106 86
Cheneyville, - - -	144 99	Madisonville, - - -	80 48	Saint Francisville, - - -	1,310 05
Clinton, - - -	126 80	Manchac, - - -	61 61	Saint Helena, - - -	122 45
Cloutiersville, - - -	23 41	Marburyville, - - -	11 82	Saint Martinville, - - -	427 47
Cotile, - - -	19 34	Marksville, - - -	47 98	Thibadeauxville, - - -	119 53
Covington, - - -	130 42	Monroe, - - -	305 92	Vermilionville, - - -	178 08
Donaldsonville, - - -	287 64	Mount Pleasant, - - -	19 61		
Dutch Settlement, - - -	35 63	Mount Willing, - - -	29 79	Total of Louisiana, - - -	\$28,893 60

ARKANSAS TERRITORY.

Arkansas, - - -	\$44 45	Helena, - - -	\$63 56	Mouth of White River, -	\$13 93
Batesville, - - -	87 85	Hempstead Court-house, -	149 37	Peconery, - - -	9 57
Clark Court-house, -	30 38	Hix's Ferry, - - -	5 31	Saint Francis, - - -	2 99
Crawford Court-house, -	192 73	Izard Court-house, - - -	7 94	Villemont, - - -	23 47
Crittenden Court-house, -	7 61	Little Rock, - - -	278 24	Cantonment Gibson, -	134 52
Crystal Spring, - - -	3 61	Long Prairie, - - -	13 62		
Davidsonville, - - -	20 23	Manon, - - -	11 51	Total of Arkansas Territory, \$1,195 46	
Dwight, - - -	22 83	Miller Court-house, -	71 89		

FLORIDA TERRITORY.

Alachua, - - -	\$14 46	Magnolia, - - -	\$21 73	Tallahassee, - - -	\$1,109 71
Almirante, - - -	5 95	Monticello, - - -	1 23	Uchee Valley, - - -	14 85
Brownsville, - - -	8 98	Palatka, - - -	5 54	Wanton, - - -	168 82
Dell's, - - -	22 09	Pensacola, - - -	1,126 51	Webbville, - - -	194 68
Escambia, - - -	12 25	Quincy, - - -	187 27	Yellow Water, - - -	3 74
Fernandina, - - -	14 89	Rock Haven, - - -	2 40		
Holmes's Valley, - - -	41 70	Rocky Comfort, - - -	5 08	Total of Florida Territory, \$3,802 78	
Jacksonville, - - -	139 97	Saint Augustine, - - -	700 39		
Jena, - - -	39	Saint John's Bluff, -	9		

MICHIGAN TERRITORY.

Ann Arbor, - - -	\$196 58	Green Bay, - - -	\$107 50	Royal Oak, - - -	\$7 02
Auburn, - - -	17 10	Michilimackinac, - - -	163 71	Saint Clair, - - -	17 18
Bay Settlement, - - -	1 46	Mongusgon, - - -	1 57	Saline, - - -	3 30
Bloomfield, - - -	47 56	Monroe, - - -	185 48	Sault de St. Marie, -	151 61
Borodino, - - -	51 44	Mount Clemens, - - -	26 21	Shelby, - - -	12 46
Brownstown, - - -	23 49	Oakland, - - -	28 10	Stony Creek, - - -	17 04
Bucklin, - - -	26 69	Plainfield, - - -	5 47	Tecumseh, - - -	94 52
Cottleville, - - -	47	Pontiac, - - -	77 71	Troy, - - -	12 16
Detroit, - - -	890 55	Port Lawrence, - - -	13 84	Washington, - - -	4 54
Dexter, - - -	33 72	Prairie du Chien, - - -	49 81	Woodruff Grove, - - -	23 36
Dixburgh, - - -	9 58	Raisinville, - - -	2 35	Ypsilanti, - - -	22 95
Farmington, - - -	61 48	Ray, - - -	2 08		
Fort Gratiot, - - -	1 62	Rochester, - - -	11 45	Total of Michigan Territory, \$2,385 16	

DISTRICT OF COLUMBIA.

Alexandria, - - -	\$4,768 99	Georgetown, - - -	\$3,270 63	Washington City, - - -	\$3,641 88
				Total of Dist. of Columbia, \$11,681 50	

CANADA MAIL.

Canada mail, - - -	\$5,575 50	Kingston, Upper Canada, \$547 35	Total of Canada, - - -	\$6,122 85
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RECAPITULATION.

New York, - - -	\$252,875 99	Ohio, - - -	\$36,473 55	Mississippi, - - -	\$10,461 25
Maine, - - -	26,997 64	Virginia, - - -	73,406 74	Louisiana, - - -	28,893 60
New Hampshire, - - -	14,582 76	North Carolina, - - -	28,229 77	Arkansas Territory, -	1,195 46
Vermont, - - -	14,672 05	South Carolina, - - -	45,148 09	Florida Territory, -	5,802 78
Massachusetts, - - -	101,855 58	Georgia, - - -	44,005 91	Michigan Territory, -	2,385 16
Rhode Island, - - -	14,979 82	Kentucky, - - -	26,792 95	District of Columbia, -	11,681 50
Connecticut, - - -	32,846 45	Tennessee, - - -	21,945 53	Canada and Kingston mails, -	6,122 85
New Jersey, - - -	17,511 65	Alabama, - - -	18,106 11		
Pennsylvania, - - -	137,729 89	Indiana, - - -	7,905 00	Grand total, - - -	\$1,058,204 34
Delaware, - - -	4,922 09	Illinois, - - -	3,099 94		
Maryland, - - -	61,022 71	Missouri, - - -	8,551 52		

POST OFFICE DEPARTMENT, *January 14, 1829.*

It is proper to remark that the foregoing sum is \$9,614 94 less than the aggregate for the same period on the books of the Post Office Department, in consequence of all old accounts rendered within this period being excluded from this report.

Respectfully submitted:

JOHN McLEAN.

20th CONGRESS.]

No. 74.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE SENATE, JANUARY 19, 1829.

Mr. JOHNSON, of Kentucky, made the following report:

The committee to whom were referred the several petitions on the subject of mails on the Sabbath, or the first day of the week, report:

That some respite is required from the ordinary vocations of life, is an established principle, sanctioned by the usages of all nations, whether Christian or pagan. One day in seven has also been determined upon as the proportion of time; and, in conformity with the wishes of the great majority of citizens of this country, the first day of the week, commonly called Sunday, has been set apart to that object. The principle has received the sanction of the National Legislature, so far as to admit a suspension of all public business on that day, except in cases of absolute necessity, or of great public utility. This principle the committee would not wish to disturb. If kept within its legitimate sphere of action, no injury can result from its observance. It should, however, be kept in mind that the proper object of government is to protect all persons in the enjoyment of their religious as well as civil rights, and not to determine for any whether they shall esteem one day above another, or esteem all days alike holy.

We are aware that a variety of sentiment exists among the good citizens of this nation on the subject of the Sabbath day; and our Government is designed for the protection of one, as much as for another. The Jews, who in this country are as free as Christians, and entitled to the same protection from the laws, derive their obligation to keep the Sabbath day from the fourth commandment of their decalogue, and, in conformity with that injunction, pay religious homage to the seventh day of the week, which we call Saturday. One denomination of Christians among us, justly celebrated for their piety, and certainly as good citizens as any other class, agree with the Jews in the moral obligation of the Sabbath, and observe the same day. There are also many Christians among us who derive not their obligation to observe the Sabbath from the decalogue, but regard the Jewish Sabbath as abrogated. From the example of the Apostles of Christ, they have chosen the first day of the week, instead of that day set apart in the decalogue, for their religious devotions. These have generally regarded the observance of the day as a devotional exercise, and would not more readily enforce it upon others, than they would enforce secret prayer or devout meditations. Urging the fact, that neither their Lord nor his disciples, though often censured by their accusers for a violation of the Sabbath, ever enjoined its observance, they regard it as a subject on which every person should be fully persuaded in his own mind, and not coerce others to act upon his persuasion. Many Christians again differ from these, professing to derive their obligation to observe the Sabbath from the fourth commandment of the Jewish decalogue, and bring the example of the Apostles, who appear to have held their public meetings for worship on the first day of the week, as authority for so far changing the decalogue as to substitute that day for the seventh. The Jewish Government was a theocracy, which enforced religious observances; and though the committee would hope that no portion of the citizens of our country could willingly introduce a system of religious coercion in our civil institutions, the example of other nations should admonish us to watch carefully against its earliest indication.

With these different religious views the committee are of opinion that Congress cannot interfere. It is not the legitimate province of the Legislature to determine what religion is true, or what is false. Our Government is a civil and not a religious institution. Our constitution recognises in every person the right to choose his own religion, and to enjoy it freely, without molestation. Whatever may be the religious sentiments of citizens, and however variant, they are alike entitled to protection from the Government, so long as they do not invade the rights of others.

The transportation of the mail on the first day of the week, it is believed, does not interfere with the rights of conscience. The petitioners for its discontinuance appear to be actuated from a religious zeal, which may be commendable if confined to its proper sphere; but they assume a position better suited to an ecclesiastical than to a civil institution. They appear, in many instances, to lay it down as an axiom, that the practice is a violation of the law of God. Should Congress, in their legislative capacity, adopt the sentiment, it would establish the principle that the Legislature is a proper tribunal to determine what are the laws of God. It would involve a legislative decision in a religious controversy, and on a point in which good citizens may honestly differ in opinion, without disturbing the peace of society, or endangering its liberties. If this principle is once introduced, it will be impossible to define its bounds. Among all the religious persecutions with which almost every page of modern history is stained, no victim ever suffered but for the violation of what Government denominated the law of God. To prevent a similar train of evils in this country, the constitution has wisely withheld from our Government the power of defining the divine law. It is a right reserved to each citizen; and while he respects the equal rights of others, he cannot be held amenable to any human tribunal for his conclusions.

Extensive religious combinations to effect a political object are, in the opinion of the committee, always dangerous. This first effort of the kind calls for the establishment of a principle, which, in the opinion of the committee, would lay the foundation for dangerous innovations upon the spirit of the constitution, and upon the religious rights of the citizens. If admitted, it may be justly apprehended that the future measures of Government will be strongly marked, if not eventually controlled, by the same influence. All religious despotism commences by combination and influence; and when that influence begins to operate upon the political institutions of a country, the civil power soon bends under it; and the catastrophe of other nations furnishes an awful warning of the consequence.

Under the present regulations of the Post Office Department, the rights of conscience are not invaded. Every agent enters voluntarily, and it is presumed, conscientiously, into the discharge of his duties, without intermeddling with the conscience of another. Post offices are so regulated as that but a small proportion of the first day of the week is required to be occupied in official business. In the transportation of the mail on that day, no one agent is employed many hours. Religious persons enter into the business without violating their own consciences, or imposing any restraints upon others. Passengers in the mail stages are free to rest during the first day of the week, or to pursue their journeys, at their own pleasure. While the mail is transported on Saturday, the Jew and the Sabbatarian may abstain from any agency in carrying it, from conscientious scruples. While it is transported on the first day of the week, another class may abstain, from the same religious scruples. The obligation of Government is the same to both of these classes; and the committee can discover no principle on which the claims of one should be more respected than those of the other, unless it should be admitted that the consciences of the minority are less sacred than those of the majority.

It is the opinion of the committee that the subject should be regarded simply as a question of expediency, irrespective of its religious bearing. In this light it has hitherto been considered. Congress have never legislated upon the subject. It rests, as it ever has done, in the legal discretion of the Postmaster General, under the repeated refusals of Congress to discontinue the Sabbath mails. His knowledge and judgment in all the concerns of that Department will not be questioned. His intense labors and assiduity have resulted in the highest improvement of every branch of his department. It is practised only on the great leading mail routes, and such others as are necessary to maintain their connexions. To prevent this, would, in the opinion of the committee, be productive of immense injury, both in its commercial, political, and in its moral bearings.

The various departments of Government require, frequently in peace, always in war, the speediest intercourse with the remotest parts of the country; and one important object of the mail establishment is, to furnish the greatest and most economical facilities for such intercourse. The delay of the mails one whole day in seven would require the employment of special expresses, at great expense, and sometimes with great uncertainty.

The commercial, manufacturing, and agricultural interests of our country are so intimately connected as to require a constant and the most expeditious correspondence betwixt all our seaports, and between them and the most interior settlements. The delay of the mails during the Sunday would give occasion to the employment of private expresses, to such an amount, that probably ten riders would be employed where one mail stage is now running on that day; thus diverting the revenue of that department into another channel, and sinking the establishment into a state of pusillanimity incompatible with the dignity of the Government of which it is a department.

Passengers in the mail stages, if the mails are not permitted to proceed on Sunday, will be expected to spend that day at a tavern upon the road, generally under circumstances not friendly to devotion, and at an expense which many are but poorly able to encounter. To obviate these difficulties, many will employ extra carriages for their conveyance, and become the bearers of correspondence, as more expeditious than the mail. The stage proprietors will themselves often furnish the travellers with those means of conveyance; so that the effect will ultimately be only to stop the mail, while the vehicle which conveys it will continue, and its passengers become the special messengers for conveying a considerable proportion of what would otherwise constitute the contents of the mail.

Nor can the committee discover where the system could consistently end. If the observance of a holiday becomes incorporated in our institutions, shall we not forbid the movement of an army, prohibit an assault in time of war, and lay an injunction upon our naval officers to lie in the wind while upon the ocean, on that day? Consistency would seem to require it. Nor is it certain that we should stop here. If the principle is once established that religion, or religious observances, shall be interwoven with our legislative acts, we must pursue it to its ultimatum. We shall, if consistent, provide for the erection of edifices for the worship of the Creator, and for the support of Christian ministers, if we believe such measures will promote the interests of Christianity. It is the settled conviction of the committee that the only method of avoiding these consequences, with their attendant train of evils, is to adhere strictly to the spirit of the constitution, which regards the General Government in no other light than that of a civil institution, wholly destitute of religious authority.

What other nations call religious toleration, we call religious rights. They are not exercised in virtue of governmental indulgence, but as rights, of which Government cannot deprive any portion of citizens, however small. Despotic power may invade those rights, but justice still confirms them. Let the National Legislature once perform an act which involves the decision of a religious controversy, and it will have passed its legitimate bounds. The precedent will then be established, and the foundation laid for that usurpation of the divine prerogative in this country, which has been the desolating scourge to the fairest portions of the old world. Our constitution recognises no other power than that of persuasion for enforcing religious observances. Let the professors of Christianity recommend their religion by deeds of benevolence; by Christian meekness; by lives of temperance and holiness. Let them combine their efforts to instruct the ignorant; to relieve the widow and the orphan; to promulgate to the world the gospel of their Savior, recommending its precepts by their habitual example: Government will find its legitimate object in protecting them. It cannot oppose them, and they will not need its aid. Their moral influence will then do infinitely more to advance the true interests of religion, than any measures which they may call on Congress to enact.

The petitioners do not complain of any infringement upon their own rights. They enjoy all that Christians ought to ask at the hand of any Government—protection from all molestation in the exercise of their religious sentiments.

Resolved, That the committee be discharged from the further consideration of the subject.

20th CONGRESS.]

No. 75.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 3, 1829.

Mr. McKean, from the Committee on the Post Office and Post Roads, to whom were referred certain memorials against the transportation of the mail on the Sabbath, and the delivery of letters, &c. from post offices on that day, reported:

The memorials on this subject, on account of the numerous sources from which they have been received, the number and respectability of the signatures, as well as the intrinsic importance of the question involved, require from the committee and the Legislature the most deliberate and respectful consideration. It is believed that the history of legislation in this country affords no instance in which a stronger expression has been made, if regard be had to the numbers, the wealth, or the intelligence of the petitioners.

They present a subject not entirely clear of difficulty, but one in which they feel a deep interest, and which, in their opinion, intimately concerns the moral character of the country.

It is not considered to be the duty of the committee, nor does it comport with its inclination, to enter at large into the origin of the Sabbath, or the sanctity which belongs to it.

In all Christian countries it is considered not only as a day of rest from secular employment, but one that should be set apart for religious observances. So intimately is it interwoven with the doctrines of Christianity, that it forms an important part of the creed of every Christian denomination. They agree in the principle, though some of them differ as to the day.

The committee believe that a proper observance of the sabbath is calculated to elevate the moral condition of society. In accordance with the recorded example of the Creator of the Universe, and enforced by scripture precepts, one day in seven should be abstracted from ordinary business, and devoted to moral and religious exercises. Wherever these duties have been regarded in the true spirit of Christianity, a moral influence has imposed salutary restraints upon the licentious propensities of men. It has made them better citizens, and better men in all the relations of society, both public and private.

The institution of the Sabbath is respected in various operations of our Government. In the halls of legislation, the courts of justice, and the executive departments, except under peculiar emergencies, business is suspended, not by legal provision, but by force of public opinion. Restraints imposed on the consciences of individuals by human laws, sanctioned by severe penalties, have always failed to produce reformation. They have generally, if not always, made men worse instead of better. Under such exercise of power, Christianity degenerates into an instrument of oppression, and loses all its beauty and moral excellence. It flourishes most unaided by the secular arm.

The committee, therefore, as citizens and legislators, would be ready to repel any attempt to bring the consciences of men under legislative control in this country. A disposition to do so can never proceed from the pure principles of Christianity.

The standard of moral obligation should remain in the scriptures, and all acts which do not interfere with the rights of others should rest between the individual, his conscience, and his God.

The Federal Government was formed for civil, and not religious purposes. The functions which belong to it will have been discharged within the sphere of its operation, in regulating the civil concerns of the nation. It is very properly inhibited from establishing a religious test, or in any manner interfering with the rights of conscience.

But it has been deemed necessary and proper, on many occasions, to require an oath for the due execution of a civil trust, or to elicit the truth in evidence; lands have been reserved for religious purposes, and ministers of religion have been employed as chaplains to Congress, and to act in a similar capacity in the army and navy. In thus recognising by official acts the duties and obligations of religion, the National Government has acted in conformity to public opinion, and, as was believed, within the legitimate boundaries of its powers.

The committee entertain no doubt that the numerous petitioners for the discontinuance of the Sabbath mail, and the delivery of letters, &c. from the post offices, have generally acted from pure motives, and with a reference to what they consider the best interests of the country.

They do not ask Congress to impose certain duties on any portion of citizens which may interfere with their religious opinions, but to relieve from the performance of such duties.

The transportation of the mail is a great governmental operation, and the petitioners believe it should be suspended on the Sabbath, and the post offices closed, out of respect to the day, as well as the business of the legislative, judicial, and executive branches of the Government. They did not, probably, consider that greater difficulty could arise in designating the first day of the week as the Christian Sabbath for this purpose, than had been incurred in the instances referred to. It is not considered by the committee that the petitioners ask the introduction of any new principle into our laws, but the extension of one which has already been recognised. In the policy of the measure desired, the committee believe the petitioners are mistaken, but they do not consider the attempt made by them as tending to form the justly odious combination of church and state.

In the operations of the mail every part of the Union has a deep interest; our agricultural, commercial, manufacturing, and political concerns are all dependant, more or less, on this branch of the Government. It is considered an object of primary importance to distribute intelligence through the mail in less time than it can be disseminated in any other manner. From the letter of the Postmaster General annexed to this report, it will be seen that he has steadily pursued this policy.

On the important lines of communication daily mails are established, and great expedition is required. The improvements which have been made in this respect, the general operations and entire condition of the Department since it was placed under its present head, have elevated its character, and greatly extended its usefulness. By the annexed letter it will be seen that the discontinuance of the Sabbath mail will not only deprive our important commercial towns of the seventh mail, but that great delays must occur in the other six weekly mails. The injurious consequences of these delays are easily seen.

If, at New York, for instance, intelligence be received on Saturday evening of a great increase of price in England or elsewhere of flour, cotton, or any other staples of the country, the mail will not convey this intelligence to the South or West until Monday morning, after a lapse of more than twenty-four hours from the time it was received; and, under the most favorable circumstances, every one of the six mails must be delayed a day on a route of a few hundred miles by the intervention of the Sabbath.

Is it to be believed that men of enterprise and capital will, under such circumstances, wait the tardy movements of the mail? Expresses will be sent in every direction, and speculations to an unlimited amount will be made in the products of the country. Here is a great evil; the Government has failed to afford the means of information to the honest holders of this property, and they become a prey to the speculator, who takes the property for perhaps one-half of its intrinsic value. By the expresses the Sabbath is violated, and many citizens injured. The committee believe that such are the fluctuations of prices in many articles of commerce in some parts of the country, that a greater number of persons as expresses would often be employed on the Sabbath than are now engaged in the transportation of the mail. If this impression be correct, the cause of morality would not be promoted by the suspension of the mail on the Sabbath. But when, in addition to this consideration, the committee consider that the first duty of the Government is to protect its citizens in their property (and under no circumstances can protection be more needed than in the cases above stated) and the injurious consequences experienced by the industrious citizen whose property is sacrificed, they cannot hesitate in coming to the conclusion that the suspension of the mail on Sunday would be deeply injurious to the important interest of the country, and that the measure would probably produce a greater amount of moral evil than the present system.

If, as suggested by the Postmaster General, all travel on the Sabbath in accommodation stages or expresses were prohibited, to suspend the Sunday mail would produce an injury of a more limited extent; but such a regulation will not probably be adopted by the States, and, if adopted, could not be enforced against public opinion.

The reduction in the revenue of the Department is viewed by the committee as the smallest injury that would be likely to result from the change. It would, however, paralyze the operations of the Department, and render more uncertain the attainment of the primary objects for which it was established.

A well-regulated mail establishment is an indispensable requisite to a free Government, and to the commercial, agricultural, and manufacturing interest of an enterprising and growing people. Every buyer and seller should be informed of the state of the market, at home and abroad, with the greatest possible certainty and expedition. This can only be accomplished through the operations of the mail, regulated and directed by a discriminating mind, intimately acquainted with the local interests of the country. Every part must harmonize like a well-regulated machine, which, though complicated in its structure, has no disorder in its movements.

On the other branch of the case, that of postmasters being compelled, by law, to keep open their offices and deliver letters, newspapers, &c., on the Sabbath, this, the committee believe, is not absolutely necessary for the successful transaction of any branch of business. The merchant or manufacturer could call at the post office on Monday morning, receive his letters, and be informed of any changes in the market before he commences business. It has been suggested, and is believed, that the most disorder is occasioned by a class of individuals not of business habits, and who seldom receive letters by mail, having leisure on the Sabbath, resort to the post office to hear the news, and for pastime.

If no distribution of letters and newspapers were made on Sunday, the arrival of a mail stage in a town or village would excite no unusual attention, and, consequently, could occasion no material interruption to religious worship.

If, as is believed, the House will concur with the committee in opinion that no restraint ought to be imposed on the consciences of individuals by the force of human law, it will present an absurdity, if we permit to remain amongst our legislative acts an express provision requiring a portion of our citizens to perform certain duties on the Sabbath, which they conscientiously believe to be morally wrong.

The committee cannot see why it would not be equally proper to require, by law, our courts of justice to sit on the Sabbath, and that executive and legislative duties should be performed on that day. Would such a law be deemed reasonable? Would the people approve of it, when it might drive from the public service many of the ablest and most useful officers, who would relinquish their stations rather than violate their consciences?

So respectful was the Legislature of Pennsylvania to the conscientious scruples of a small portion of the citizens of that State, that the law directing the return of her annual elections to be made on Saturday was changed to Friday.

The committee conceive that all such cases should be regulated by public opinion, and controlled by emergencies, without any positive legal injunction. It is believed that the statute books contain no provision, except in the instance of postmasters, requiring the performance of official duty on the Sabbath.

In conclusion, the committee earnestly recommend the repeal of so much of the eleventh section of the post office law of March, 1825, as requires postmasters to deliver letters, newspapers, &c. on the Sabbath.

SIR:

POST OFFICE DEPARTMENT, *January 19, 1829.*

My attention has been directed to your communication of the 6th instant, and all the investigation made which the pressing nature of my daily duties would admit. In answer to the first inquiry, "Whether, in my opinion,

a prohibition of the transportation of the mails on the Sabbath, or first day of the week, would tend to impair the revenue of the Department, and, if so, to what probable amount?" I have the honor to state that daily mails are established on all the principal lines of communication on the Atlantic coast from Maine to Georgia, connecting, in this entire range, places of commercial importance. From New York city, by the way of Albany, Utica, and Rochester, to Buffalo, daily mails are conveyed, and also on several lines connecting with the principal route.

Daily mails are also transported from Philadelphia, Baltimore, and Washington, to the western country, including Pittsburg, Wheeling, and other towns situated on the different routes to Cincinnati and Louisville, and six weekly trips to Nashville.

On these various routes there is received annually for postage the sum of \$564,443 71, and there is paid for the transportation of the mail on them the sum of \$231,880 62.

A discontinuance of the seventh mail, it is believed, would not materially lessen the expense of transportation. On many of the above routes the mail is increasing in size, and now often amounts to from fifteen to twenty-five hundred pounds. When a failure occurs, and throws two mails together, they are now so large on some routes as to exclude all passengers from the mail coach. To run six trips weekly requires as many teams as are necessary for a daily mail: and, in many instances, the contractors prefer running their stages daily to six trips weekly, at the same price.

If all travel in private carriages and stage-lines on the Sabbath could be suspended, and private expresses prevented, the revenue of the Department would not be much impaired by the discontinuance of the Sabbath mails. But if lines of stages for the conveyance of passengers continue to run on the principal routes, and private expresses are used, the revenue would probably be lessened between fifty and a hundred thousand dollars annually.

You inquire, secondly, "Whether such prohibition would have the effect to impede the progress and expedition of the mails on the other six days of the week; and, if so, to what probable extent?"

The discontinuance of the Sabbath mail, besides reducing the number of weekly mails to six, will produce, in receiving intelligence from this city, a delay of one day in every sixth mail to Philadelphia; two mails out of six to New York will each be delayed a day; three of the six to Boston will each be delayed a day; four at Portland, and five at Augusta, Maine. These delays will appear at once; by supposing the mail to be taken from Washington city for Philadelphia on Saturday, Sunday will intervene before its delivery at Philadelphia. The mail taken on Friday for New York will be delayed on the Sabbath before it can be delivered at that city, as well as the Saturday mail, which will make, as above stated, a delay of two mails each a day out of six between Washington and New York. The Boston mail, which is taken from Washington on Thursday, will be delayed as above, making a delay of three mails each one day out of the six. Between Washington and Portland, the mail taken on Wednesday from either place must rest on the Sabbath, making a delay of one day each to four mails in the six. A similar delay of five mails out of six will take place between Augusta and Washington.

From Washington city, south, one mail in six will be delayed a day in being conveyed to Richmond and Petersburg, Virginia; three to Fayetteville, North Carolina; five to Charleston, South Carolina; and every mail received at Savannah from Washington will be delayed one day.

From New York city to Albany, one mail in six will be delayed a day; to Buffalo, four mails in summer, and five in winter, out of six, will each be delayed a day.

Between Wheeling and this city there will be a delay of one day each to two mails out of six; to Zanesville three; and four to Cincinnati and Louisville. From Pittsburg to Philadelphia, two mails out of six will each be delayed one day.

The mail from this city to New Orleans will be delayed two mails out of three each three days, and the third mail two days.

It may be difficult at first to comprehend the above delays; but they have been ascertained by arranging a schedule of six weekly mails. The Sabbath, it must be recollected, will occur at different points on each route, and constantly vary, in the progress of the mails, the places of detention.

In your third inquiry, you ask "Whether a discontinuance of the present practice of distributing letters, &c. from the several post offices on the Sabbath, or first day of the week, would tend to impair the revenue of the Department; and, if so, to what probable amount?" It is believed that the revenue of the Department would not be lessened to any considerable amount, if no letters or newspapers, &c. were delivered at the different post offices on the Sabbath.

By the fourth inquiry I am requested to state "Whether a change of the present mode of daily conveyance and distribution of mails would affect the commercial interests of the country; and, if so, in what manner?"

It has been considered of great importance to the commercial and agricultural interests of the country to convey through the mails, into every part of the Union, speedy intelligence of the state of the market at home and in foreign countries. To accomplish this desirable object, and afford the utmost facilities to all commercial transactions, great increase of expedition has been given to the mails within a few years on all the important lines of communication. Some years since, on a sudden rise in the price of cotton, private expresses were despatched to the South from New York and other places, in advance of the mail, and immense speculations were made in the purchase of that article. At that time mail contractors were not prohibited from forwarding such expresses; and, having relays of horses on every route, they were frequently employed in this service at a high rate of compensation. Since that time the contracts have been changed so as to subject any contractor to a forfeiture of his contract if he engage, either directly or indirectly, in the transmission of commercial information, with a view to speculation, more rapidly than the mail. This provision, with the increased expedition which has been given, has rendered it extremely difficult, if not impracticable, for expresses, on the more important routes, to travel more rapidly than the mail is conveyed.

An attempt was recently made to send an express between New York and Philadelphia in advance of the mail, but the enterprising contractor on that route delivered it at the latter place before the express arrived. On this line the mail is transported twelve miles an hour, when necessary to prevent a failure, or any other exigency requires it.

A suspension of the mail on the Sabbath would subject it to the delays before stated, and enable persons in our large cities or elsewhere, on the receipt of intelligence of a change in the price of our great staples, to send expresses without much effort, and speculate on the holders of such property.

In some of our large cities a failure of the mail, or the delay of a few hours in its delivery, has been of serious consequence to persons extensively engaged in commercial operations.

If, as before suggested, private expresses, and all stages for the conveyance of passengers, were suspended on the Sabbath, the discontinuance of the mail on that day would affect less seriously the commercial and other interests of the country.

A daily mail has been in operation on some routes almost ever since the organization of this Department under the Federal Government. Frequent ineffectual applications have been made to Congress to discontinue this mail. It has been viewed by many persons of great intelligence and piety as an evil, but no provision for relief has been adopted. The result of these applications has given a sanction to the policy of the Department, which I have considered as controlling any discretion the Postmaster General might be inclined to exercise on the subject. He cannot act on the moral principle unless he apply it to every daily mail in the Union. This would involve a responsibility which no individual can exercise with impunity, and would be in opposition to the implied sanction of the National Legislature.

It has been, however, the practice of the Department, on each route where a daily mail is not established, so to regulate the conveyance, where practicable, as to make the Sabbath a day of rest.

By the eleventh section of the post office law, every postmaster is required, "at all reasonable hours, on every day of the week, to deliver, on demand, any letter, paper, or packet, to the person entitled or authorized to receive the same." Before this law was enacted, no general instructions were given by the Department to deliver letters on the Sabbath; and if Congress, in pursuance of the strong expression made on this subject, shall think proper to repeal this section, I shall consider it to be my duty to rescind the instruction which has been given under it. At present, a postmaster is only required to keep his office open one hour on the Sabbath for the delivery of letters and newspapers.

It is believed that the delivery of letters has been considered as more likely to interrupt religious worship on the Sabbath than the conveyance of the mail. The passage of the mail stage through a village or town on Sunday, if postmasters were not required to distribute letters and newspapers, would excite as little attention as that of any other vehicle.

With great respect, I am your obedient servant,

JOHN McLEAN.

Hon. SAMUEL McKEAN, *Chairman of the Committee on the Post Office and Post Roads.*

21st CONGRESS.]

No. 76.

[1st Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO CONGRESS, BY THE PRESIDENT OF THE UNITED STATES, DECEMBER 8, 1829.

SIR:

POST OFFICE DEPARTMENT, *November 24, 1829.*

I have the honor to submit the following report of the state of this Department:

The General Post Office was established July 26, 1775. There was then but one line of posts, extending from Falmouth, in New England, to Savannah, in Georgia; and the Postmaster General was authorized to establish such cross posts as he should think proper.

In October, 1782, the Postmaster General was required, by act of Congress, to cause the mail to be carried once a week to all the post offices; and by the same act he was authorized to make provision for the transmission of newspapers by mail.

When the Federal Government was organized under the present constitution, in 1789, the post office establishment was revised and perpetuated. There were then, and to the close of 1790, only seventy-five post offices in the United States; and the extent of post roads in the United States in 1790 amounted to 1,875 miles. Now, the number of post offices is eight thousand and four, and the post roads amount to 115,000 miles.

The first line of mail coaches in the United States was established in pursuance of an act of Congress passed September 7, 1785, extending from Portsmouth, in New Hampshire, to Savannah, in Georgia. The transportation of the mail in coaches amounts, at this time, to 6,507,818 miles in one year, and from the 1st day of January next it will be increased to 6,785,810 miles. The whole yearly transportation of the mail in coaches, sulkeys, and on horseback, amounts to about 13,700,000 miles.

The whole amount of postages, (the only source of revenue to the Department,) from 1789 to July 1, 1829, was	-	-	-	-	\$26,441,496
The whole expenses of the Department, during the same period, were as follows:					
Compensation to postmasters,	-	-	-	-	\$7,829,925
Incidental expenses,	-	-	-	-	896,967
Transportation of the mail,	-	-	-	-	16,092,513
					<u>24,779,405</u>

Leaving an aggregate amount of revenue of	-	-	-	-	\$1,662,091
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The revenue of the Department is accounted for as follows:

Amount of the several payments into the treasury from 1789 to 1823,	-	-	-	-	\$1,103,063
Amount of the losses in the transmission of moneys during the same period,	-	-	-	-	17,348
Balance, as exhibited on the books of the Department, on the 1st of July, 1829,	-	-	-	-	541,680
					<u>\$1,662,091</u>

From this statement it appears that the Department has always been sustained by its own resources, and that no money has, at any time, been drawn from the treasury for the transportation of the mails; but that it has contributed to the revenue of the Government.

The sums paid into the treasury by the different Postmasters General are as follows:

By Timothy Pickering, from December, 1793, to March, 1795,	-	-	-	-	\$47,499
By Joseph Habersham, from June, 1795, to September, 1801,	-	-	-	-	363,310
By Gideon Granger, from December, 1801, to December, 1813,	-	-	-	-	291,579
By Return J. Meigs, from March, 1814, to June, 1823,	-	-	-	-	387,209
By John McLean, from July, 1823, to December, 1828,	-	-	-	-	13,466

Making, together, the foregoing sum of	-	-	-	-	<u>\$1,103,063</u>
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The balance of \$541,680, exhibited by the books of this Department on the 1st of July, 1829, covers all the balances due from postmasters and others, of every description, which have been accumulating for forty years, including those of the most doubtful, and many of a desperate character. The report of the late Postmaster General exhibited a balance of \$332,105 10 as the amount of available funds at the disposition of the Department on the 1st of July, 1828. The amount exhibited by the books of the Department on that day is \$616,394; from which it appears that the sum of \$284,289, of old balances, was estimated to be either desperate, or of so uncertain a character as that no reliance could be had upon any part of it; and it is believed, from examination, that this estimate did not essentially vary from what will prove to have been the actual amount of losses from 1789 to 1828.

To the above amount of	-	-	-	-	\$284,289
Must be added this sum, due for postages prior to July 1, 1828, which is since found to be desperate,	-	-	-	-	22,235
Counterfeit money found on hand,	-	-	-	-	\$2,634
Notes of broken banks,	-	-	-	-	1,672
					<u>4,306</u>

Making, together, the total amount of losses by bad debts and bad money,	-	-	-	-	310,830
Which sum, deducted from the above-mentioned balance of	-	-	-	-	541,680

Leaves the actual balance on the 1st of July, 1829,	-	-	-	-	<u>\$230,850</u>
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The fractions in this statement being omitted.

The amount of moneys on hand and due from postmasters, including judgments obtained on old accounts, was reported by the late Postmaster General to be, on the 1st day of July, 1827, -	\$370,033 37
He also reported an excess of expenditures beyond the amount of receipts for the year ending the 1st of July, 1828, of -	37,928 27
Leaving a balance of moneys on hand and due from postmasters, including judgments obtained on old accounts, on the 1st of July, 1828, of -	\$332,105 10
The amount of postages from July 1, 1828, to July 1, 1829, is found to be -	\$1,707,418 42
The expenditures of the Department, for the same period, are as follows:	
Compensation to postmasters, -	\$559,237 28
Transportation of the mail, -	1,153,646 21
Incidental expenses, -	69,249 08
	1,782,132 57
Showing, in the amount of expenditures from July 1, 1828, to July 1, 1829, an excess beyond the amount of revenue, admitting that every cent of postage of the last year shall be collected, of -	74,714 15
Add amount of bad debts, as before mentioned, of -	\$23,235 50
And amount of bad money, -	4,306 38
	26,541 86
	101,256 03
Leaving the true balance of available funds at the disposal of the Department on the 1st of July, 1829, provided no further losses shall be sustained in the collection, viz:	
Cash in deposit, -	\$136,448 86
Balances due from postmasters and others, -	94,400 21
	\$230,849 07

It appears, therefore, that the funds of the Department suffered a diminution, from July 1, 1828, to July 1, 1829, of \$101,256 03.

In this result, all the collections made of former debts, as well as all losses ascertained within the year, are comprehended.

The expense for transporting the mail, by reason of the increased facilities contracted for before the commencement of the present year, from January 1, to July 1, 1829, exceeded the expense for transportation during the corresponding period of the preceding year \$67,333; and the expenditures of the Department for the same period, being the first half of the current year, had there been no increase of postages, would have exceeded its revenue \$68,681, equal to \$137,363 for the year. The actual excess of expenditure, however, owing to the increase of revenue for the half year ending July 1, 1829, amounts to but \$49,778 55.

When I entered upon the duties of the Department, on the 6th of April last, I found the contracts had been made, and the responsibilities of the Department incurred, for the whole of the current year, and from one to four years in prospect, in the most expensive sections of the country. It appeared necessary, therefore, to direct the energies of the Department principally to the great object of sustaining its operations, in the engagements which it had already contracted, by its own resources. This could be effected only by enforcing a strict observance of the law on the part of postmasters in preventing, so far as practicable, all abuses, and in accounting regularly and promptly for all the moneys coming into their hands; by guarding against all further increase of expense, except in cases absolutely demanded by the public interest; and by instituting such checks and responsibilities in the mode of transacting the business of the Department as to secure more effectually a proper application of its funds, and to prevent in all cases a diversion of any part of them from their legitimate objects.

To correct abuses in the privilege of franking, which had prevailed to a considerable extent, and to prevent others, which were beginning to show themselves, it was thought expedient to issue a circular to postmasters, calling their special attention to the subject, and enjoining renewed vigilance and energy on their part. This circular, bearing date the 18th of May last, has not been without its effect. The postages accounted for by postmasters are accumulating in an increased ratio, which promises advantageous results. The proceeds of postages for the quarter ending June 30, 1829, exceed the amount for the corresponding quarter of 1828 by \$30,376 59. The accounts for the quarter ending the 30th of September last are not all examined, but, so far as the examination has proceeded, it promises a proportionate increase.

The contracts for transporting the mail in the States of Indiana, Illinois, Missouri, Tennessee, Alabama, Mississippi, and Louisiana, and the Territory of Arkansas, constituting one section, will expire with the current year. The rapid increase of population and of business in those sections of country required considerable improvements in the frequency, the celerity, and the mode of transporting the mail on the leading routes, for which provision has been made in the renewal of the contracts.

The mail communication between New Orleans and the seat of the General Government, by way of Mobile and Montgomery, in Alabama, and Augusta, in Georgia, will, from the commencement of the ensuing year, be effected three times a week, affording comfortable conveyances for travellers, and the whole trip performed in the period of two weeks, each way, through the capitals of Virginia, North Carolina, South Carolina, and Georgia.

Lines of four-horse post coaches will also be established, from the 1st day of January next, to run three times a week, both ways, between Nashville and Memphis, in Tennessee. This improvement was deemed important to keep a regular and certain intercourse between the western States and New Orleans—Memphis being a point on the Mississippi to which steamboats can come at all seasons of the year; it being contemplated to extend this line to New Orleans by steamboats so soon as the means of the Department will justify, and the public interest shall require it. To give greater utility to this improvement, a weekly line of coaches will also be established at the same time from Florence, in Alabama, (where it will connect with the line from Huntsville,) to Bolivar, in Tennessee, at which point it will form a junction with the line from Nashville to Memphis.

Such improvements are also provided in the transportation of the mail through Indiana, Illinois, and Missouri, as that the lines of stages, three times a week, between Louisville, in Kentucky, and St. Louis, in Missouri, will connect the correspondence and the travelling in a period of two days less than the time now occupied; and continue the line to Fayette, beyond the centre of Missouri, within the same time which is now allowed for reaching St. Louis. A weekly line of stages will also go into operation, on the 1st of January next, from Fayette to Independence, near the western boundary of that State.

These, with other improvements provided for by the contracts which have just been made, will add 277,992 miles to the annual transportation of the mail in stages.

Notwithstanding the increased expense which these additional services would require, the new contracts have been made, including all the improvements, for \$19,195 37 per annum less than the sum paid under the expiring contracts for the transportation of the mail in that section. The advantageous terms of these contracts will effect a saving to the Department of about twenty-five per cent. in proportion to the services to be performed.

On entering the Department, my attention was, at an early day, drawn to the manner in which its funds were received and disbursed. Circumstances transpired at the very threshold of this inquiry which indicated a looseness and irresponsibility entirely incompatible with that system which ought to characterize every branch of the public service. Moneys had been advanced to different persons contrary to laws; and persons in the immediate employment of the Department, who receive stipulated salaries, defined and appropriated by law, had received moneys in advance from the funds of the Department, beyond the allowances so provided, and which had not been appropriated. There stands at this day, on the books of the Department, a balance of \$2,164 16, for moneys formerly

advanced out of the funds of the Department, beyond the compensation provided by law, to different officers and clerks who had been employed, but who have left the service, the greater part of which will probably never be collected. A considerable number of accounts stand open against other individuals for moneys advanced, some of whom are now unknown to the Department. An act of Congress of April 21, 1806, appropriated \$6,400 for repairing the road from Athens, on the route to New Orleans, and \$6,000 for the road between Nashville and Natchez, to be expended under the direction of the President, who designated the Postmaster General to carry the law into effect. The moneys appropriated were mingled with the general funds of the Department, out of which the expenses of the road were defrayed; and there are now standing on the books of the office a balance of \$1,405 67 against the first, and against the other of these roads a balance of \$1,946 65, making, together, the sum of \$3,352 32, on account of moneys advanced by the Department, and for which it is still accountable as so much money in hand, though these accounts originated twenty-three years since. These facts evinced a radical defect in the system of financial operations of the Department.

It appeared that all the funds of the Department were received and disbursed by one of the assistants, while the Postmaster General was held responsible in law for their proper application. The assistant had it in his power at all times to withdraw, or furnish for the use of others, the funds of the Department, to a large amount, without the knowledge of its head, or of any other person attached to it. There was no check upon any such transactions, nor any thing connected with the system calculated to bring them to light. The assistant made deposits of part of the funds in different banks, subject to his individual checks; and retained a part in his own hands, but to what amount is not shown by any document or record in the Department. On the change of the system, there was found in an iron coffer, in his possession, the sum of \$19,876 89, consisting of \$19 09½ in specie, and \$19,857 79½ in bank notes, certificates, and checks. Of this sum, \$2,633 76 were found to be counterfeit, and \$1,672 63 were in notes of broken banks, and of no value. A part of the remainder is of very doubtful character. Such as was not ascertained to be good, has been sent to the different States from which it issued, for the purpose of determining its value, and rendering it available; but what proportion of it will be found worthless or depreciated is not yet learned.

The necessity of an entire change in the mode of conducting this business was most obvious.

Directions have been given that the money appropriated by law for the payment of salaries shall never be united with the funds of the Department, but that it shall be drawn by an agent appointed for that purpose, and applied directly to the object for which it is appropriated; so that the persons receiving it shall have no accounts opened on the books of the Department. This will effectually prevent advances and over-payments on that head in future.

It was important to devise a system by which no moneys should be received or disbursed, or in any manner come within the control of any one individual; but that all moneys should be paid into the Department by certificates of deposit in banks, and that nothing could be drawn from such deposits, not even by the head of the Department, without the signature of two distinct officers of the Department, each acting independently of the other, and both certifying to the correctness of the act. Also, that the transfer of moneys from postmasters to contractors should be subject to the same guard, and require, in like manner, the investigation and signature of two distinct officers of the Department. It was likewise necessary that this system should embrace a rule which would require postmasters to account promptly for the proceeds of their offices, and prevent an accumulation of postage in their hands. This has been done; and it is believed that the moneys of this Department are now as effectually protected as those of any other Department in the Government.

The observance of the system which has been adopted will require additional labor, but it is deemed essential to the security and prosperity of this Department.

I have the honor to be, with great regard, your obedient servant,

W. T. BARRY.

21st Congress.]

No. 77.

[1st Session.]

APPLICATION OF INDIANA FOR NEW MAIL ROUTES.

COMMUNICATED TO THE SENATE, DECEMBER 10, 1829.

A joint resolution concerning the mail route through the seats of Government of Indiana, Illinois, and Missouri.

Whereas a direct mail stage route upon the located line of the national road, through Indiana and Illinois, to Missouri, would not only enable the General Government to save a large amount of the sum now expended in having the great western mail carried, but would also greatly subserve the convenience of the people of Indiana, by shortening the routes and facilitating the reception of nearly all her mails; and whereas the necessity of prompt means of correspondence with the General Government and commercial cities is daily becoming more important by the almost unparalleled increase of population and business of the State: therefore,

Resolved by the General Assembly of the State of Indiana, That our Senators in Congress be instructed, and our Representatives requested, to use their best exertions to procure an appropriation from the surplus funds of the General Post Office, or from any other fund, to open a practicable stage route through Indiana, upon the line of the national road as located, and a practicable mail route through that part of Illinois and Missouri, to effect so desirable an object.

Resolved, That his excellency the Governor be requested to transmit a copy of the foregoing resolution to each of our Senators and Representatives in Congress.

ISAAC HOWK,
Speaker of the House of Representatives.
M. STAPP,
President of the Senate.

Approved December 23, A. D. 1828.

J. BROWN RAY.

21st CONGRESS.]

No. 78.

[1st Session.

APPLICATION OF ILLINOIS FOR THE IMPROVEMENT OF A POST ROAD.

COMMUNICATED TO THE SENATE, DECEMBER 22, 1829.

To the Congress of the United States: The memorial of the General Assembly of the State of Illinois respectfully sheweth:

That the post road from the town of America, in Alexander county, up the Mississippi river, by Jonesborough, Brownsville, Kaskaskia, and to the seat of justice of Monroe county, is highly important to the United States and this State, and which will be fully shown by the following statement of facts: The town of America is at the head of steamboat navigation on the Ohio river during the dry season, and steamboats are obliged to lie by at or below that place for several months in each year, and discharge their passengers; persons from the western States, who trade to New Orleans and other southern markets, on their return to their homes, and others, are greatly delayed from low water at that place, as above stated, and from the want of a line of stages from the town of America to the upper country; diseases incident to the lower country are often aggravated by the delay of passengers, the subjects of them; and it may be safely said that this delay in the warmer season is every year more or less destructive to human life. In the winter season, steamboats are also often detained by ice at the confluence of the Ohio and Mississippi rivers, but below which there is very seldom, or perhaps never, any material obstruction to navigation from that cause. From these facts it will be seen how desirable a line of stages would be to the point above-mentioned. The mail is now conveyed in stages from Kaskaskia, by the seat of justice of Monroe county, to St. Louis, at which place it intersects the line of mail stages to Galena, by way of Springfield, in Sangamon county, and also the great mail routes into Missouri, Kentucky, and Ohio. From Kaskaskia the mail is also conveyed in stages to Carlyle, on the stage route from Louisville to St. Louis, and to the seat of Government of this State. The road above referred to, from America, by Jonesborough, Brownsville, and Kaskaskia, to the seat of justice of Monroe county, to make it suitable at all seasons of the year for a line of stages, requires the expenditure of more labor and money than the counties through which the same passes can furnish; nor is there any other road leading up the Mississippi river so well calculated for the contemplated mail route as the one here described.

These considerations induce your memorialists to hope that an application for money to improve said road will meet with the favorable disposition of Congress, and the more so as it is understood that the gentleman now at the head of the Post Office Department is desirous to have the mail carried in stages upon the above route. Your memorialists, therefore, hope that your honorable body will pass an act making an appropriation of \$2,000, to be expended under the direction of the Postmaster General, for the purpose of improving the post road from the town of America, on the Ohio river, by Jonesborough, Brownsville, and Kaskaskia, to the seat of justice of Monroe county.

J. McLEAN,
Speaker of the House of Representatives.
WILLIAM KENNEY,
Speaker of the Senate.

Attest:

WM. LEE D. EWING, Clerk of the House of Representatives.

Resolved, That our Senators in Congress be instructed, and our Representatives requested, to use their best exertions to procure an appropriation for the purposes, and to be applied in the manner as above stated.

J. McLEAN,
Speaker of the House of Representatives.
WILLIAM KENNEY,
Speaker of the Senate.

Attest:

WM. LEE D. EWING, Clerk of the House of Representatives.

21st CONGRESS.]

No. 79.

[1st Session.

APPLICATION OF INDIANA AND ILLINOIS FOR THE IMPROVEMENT OF A POST ROAD FROM LOUISVILLE, KENTUCKY, TO ST. LOUIS, MISSOURI.

COMMUNICATED TO THE SENATE, JANUARY 20, 1830.

Resolutions of Indiana and Illinois relative to the repair of the mail road leading to St. Louis, &c.

RESOLUTIONS OF INDIANA.

Whereas the great western mail route from Louisville, in Kentucky, via New Albany, Greenville, Paoli, Hindostan, Washington, and Vincennes, through the State of Illinois, to St. Louis, in Missouri, is of great and increasing importance to the citizens of this State and the Union, and merits the attention of the General Government: and whereas a good road has never been constructed on the aforesaid route, and the present one is not unfrequently impassable during a considerable portion of the winter months: and whereas a thoroughfare, so important to the commercial intercourse of our sister States, ought not to depend on the unassisted efforts of a new State, which are clearly inadequate, without the imposition of unjust burdens, to answer the demands of the nation: therefore,

Resolved by the General Assembly of the State of Indiana, That our Senators in Congress be instructed, and our Representatives requested, to exert themselves to procure the passage of a law appropriating a sufficient quantity of the public lands to enable the State of Indiana to raise funds adequate to the construction of a good, substantial, permanent road, with suitable bridges and causeways, on all that part of the aforesaid route which passes through

his State; which road, when made, shall be kept in repair by the authority of this State; and, also, to invite the co-operation of the Senators and Representatives of the States of Kentucky, Illinois, and Missouri in procuring the aforesaid appropriation, together with a similar grant for the residue of the route.

Resolved, That his excellency the Governor be requested to transmit a copy of the foregoing preamble and resolution to each of our Senators and Representatives in Congress.

H. H. MOORE,
Speaker of the House of Representatives.
JOHN H. THOMPSON,
President of the Senate.

Approved, January 13, A. D. 1828:

J. BROWN RAY.

RESOLUTIONS OF ILLINOIS.

Resolved by the Senate and House of Representatives, That our Senators in Congress be instructed, and our Representative requested, to use their best exertions to procure the passage of a law by Congress granting to this State seventy-five thousand dollars of scrip, receivable in any of the land offices in this State in payment for public lands; said scrip to be appropriated exclusively to the repairing the State road from Vincennes to St. Louis, and such other roads as have been, or may be, declared by the Legislature State roads, and upon which the United States mail now is or may be carried in stages.

Resolved, That a copy of the foregoing resolution, signed by the Speakers of the Senate and House of Representatives, be certified by the Secretary of the Senate and Clerk of the House of Representatives, and forwarded to each of our members in Congress.

WILLIAM KENNEY,
Speaker of the Senate.
J. McLEAN,
Speaker of the House of Representatives.

Attest:

EMANUEL J. WEST, *Secretary of the Senate.*
WM. LEE D. EWING, *Clerk of the House of Representatives.*

GENERAL POST OFFICE DEPARTMENT,

OFFICE OF MAIL CONTRACTS, January 18, 1830.

SIR:

In answer to your inquiries relative to the mail road between Louisville, in Kentucky, and St. Louis, in Missouri, referred to me by the Postmaster General, I have the honor to state:

It is one of the most important mail roads in all the western States, being the principal line of connexion between the fertile and flourishing States of Missouri and Illinois, and all the other northwestern States, and, indeed, all the old Atlantic States. It must, for many years, be the channel of communication through which the Government shall transmit and receive all its intelligence relative to the mines in the region of Galena and Prairie du Chien, the military posts of the Upper Mississippi, Missouri, and their tributary streams, and the whole northwestern Indian frontier.

The mail is now transported on this route, from Louisville to Vincennes, in Indiana, 124 miles in 34 hours. It is detained two hours at Vincennes for distribution, whence it is transported to St. Louis, an estimated distance of 170 miles, in 46 hours; making the whole period, from the time of its departure from Louisville, to the time of its arrival at St. Louis, three days and ten hours. This increased celerity, which commenced on the 1st of the present month, is given to that mail in consideration of its great importance.

In relation to the quality of the road, no special report has been made to the Department of a late date. The general reports represent it as a road greatly inferior to what most of the roads on our leading stage routes are. The complaints during the present season have been almost constant of the very bad state of the roads generally, but especially between Louisville and Vincennes. It may be expected that the complaints will be still louder now that the time for performing the whole trip is thirty-six hours less each way than was allowed prior to the first of the present month.

The repair of the roads would, unquestionably, be highly beneficial to the public interest, and very gratifying to this Department; but in what way it should be done, whether by the authorities of the States, or of the General Government, is a question which the Postmaster General does not consider himself competent to decide; nor would he feel himself justifiable in giving an official opinion.

I am, very respectfully, your obedient servant,

O. B. BROWN.

Hon. WM. HENDRICKS,
United States Senate.

SIR:

WASHINGTON, January 20, 1830.

The distance from Vincennes to St. Louis, upon the present mail route, is estimated at one hundred and sixty miles. A recent survey of a more direct route between these places, made under the authority of the Legislature of Illinois, has reduced the actual distance to one hundred and forty-five miles; which will, in all probability, become the mail route so soon as it becomes fit for carriages and stages to pass over. The State, and the counties through which it passes, and the people who reside thereon, have expended much money and labor in opening and repairing this road.

The distance between these great points, Vincennes and St. Louis, is made up of about one-fourth of timber land, and three-fourths of prairies, from five to twenty miles across. The settlements are therefore scattered, and far between, and confined to the vicinity of the timbered land. More than nineteen-twentieths of the land over which the road passes is the property of the Federal Government. To make the necessary causeways and bridges, and to keep the road in a proper state of repair, is beyond the capacity of the people who reside upon it.

With great respect, your obedient servants,

E. K. KANE,
J. McLEAN.

Hon. WILLIAM HENDRICKS,
Chairman of Committee of Roads and Canals, Washington.

[21st Congress.]

No. 80.

[1st Session.]

SURETIES OF A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 25, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred the memorial of Isaiah Townsend, Peter Dux, and Gerrit La Grange, sureties of Gerrit L. Dux, reported:

That, upon a careful examination of the case, the committee are of opinion that relief ought to be granted to said petitioners, to the amount of \$1,578 50, and report a bill accordingly. And the committee refer to the memorial of said petitioners, and to the report of the Postmaster General, marked A and B, and make them a part of this report.

A.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: The petition of Isaiah Townsend, of the city of Albany, in the State of New York, respectfully represents:

That, on or about the 1st day of January, in the year of our Lord 1816, one Gerrit L. Dux, as principal, together with Peter Dux, Gerrit La Grange, and your petitioner, as sureties, executed a bond to the Postmaster General of the United States, in the penal sum of \$6,000, with a condition thereunder written, that if the said Gerrit L. Dux should well and truly perform the duties of his office as postmaster, at the city of Albany, the said bond or obligation should be void. That the said Gerrit L. Dux was not in fact appointed postmaster by a regular commission, but acted as such under a letter from the Postmaster General authorizing him so to do. That the said Gerrit L. Dux continued to act as such postmaster about six months. That one Peter P. Dux, a brother of the said Gerrit L. Dux, had been appointed postmaster at said city on or about the 1st day of January, 1815; and that he continued in such office until some time in the month of November, 1815, when he died, leaving his brother, the said Gerrit L. Dux, in charge of said office, who continued in such charge until the 1st day of January following, when he was directed to act as postmaster, as hereinbefore stated. That, as your petitioner is informed, and believes to be true, the said Peter P. Dux was, at the time of his death, in arrear and indebted to the United States in a considerable amount for postages received by him, while such postmaster as aforesaid. That while the said Gerrit L. Dux acted as postmaster, as aforesaid, he actually paid over, or accounted for, to the Postmaster General, moneys equal in amount to all the postages received by him during the time he continued to act as aforesaid; but that the moneys so paid by the said Gerrit L. Dux were, through mistake, inadvertence, or from some other cause, without the knowledge or consent of your petitioner, applied to the discharge of the debt due from the said Peter P. Dux, instead of being applied, as ought to have been done, to his (the said Gerrit's) own account; by means whereof the real defalcation of the said Peter P. Dux was shifted from him and his sureties to the said Gerrit L. Dux and his sureties, to the manifest wrong and injury of your petitioner.

Your petitioner further represents that suits at law having been instituted in the court of the United States for the northern district of New York, by the Postmaster General, against the sureties of the said Peter P. Dux, and also against the said Gerrit L. Dux and his sureties, to recover what was claimed to be in arrear and unaccounted for, some of the vouchers or evidences of payment so made by the said Gerrit L. Dux, out of moneys actually received by him as postmaster as aforesaid, after the death of said Peter, were, on the trial of said suit against the sureties of the said Peter, without the knowledge or consent of your petitioner, wrongfully applied to defeat said suit, and the said suit was thereby defeated, as your petitioner is informed and believes. Whereupon, the suit commenced by the Postmaster General against the said Gerrit L. Dux and his sureties, of whom your petitioner is one, as hereinbefore stated, having been brought to trial, the aforesaid vouchers, which had been wrongfully used as aforesaid on the trial of the former suit, were offered as evidence of payment in the said suit against your petitioner and others; but they were not allowed as such evidence, on the ground, as your petitioner believes, that they had been before used on the trial of the said former suit. Whereupon a judgment was recovered in said suit against your petitioner and others, in the district court of the United States for the northern district of New York, for the sum of \$6,000, being the full amount of the said bond; which said judgment was removed by writ of error to the circuit court of the United States for the southern district of New York in the second circuit; the judges of which last-mentioned court having disagreed in opinion on certain points arising in said cause, the same was removed, on a certificate of such disagreement, to the Supreme Court of the United States, where the said judgment was, during the session of said court, in 1828, finally affirmed. And your petitioner further represents that, from the special verdict in the said cause, the question whether the said payments, so made by the said Gerrit L. Dux to the Postmaster General, could be available to the said Gerrit L. Dux and his sureties, never came under the consideration of the circuit court of the United States for the southern district of New York, or of the Supreme Court of the United States. And your petitioner further states that the said Gerrit L. Dux is now insolvent, and has been insolvent since the 1st day of January, 1820; and that the said Gerrit L. Dux was not the executor or administrator of the said Peter P. Dux; but that Peter Dux, the father of the said Peter P. Dux, was duly appointed administrator of his estate, and alone acted as his personal representative. And your petitioner further represents that the said Gerrit L. Dux never having been appointed postmaster at the city of Albany, otherwise than as aforesaid, the Postmaster General did not open any account against the said Gerrit, nor make any claim or demand on him for postages received by him until the 1st day of July, 1821, when an account was, for the first time, opened against the said Gerrit, and a balance of \$3,041 35 was claimed to be due from him for said postages. That the said Gerrit L. Dux, at the time he ceased to act as postmaster as aforesaid, was solvent and able to pay his debts, and continued so for more than three years thereafter, when he became insolvent, as before stated. That the postages which accrued during the time the said Gerrit L. Dux acted as postmaster as aforesaid were wrongfully charged to the account of the said Peter P. Dux, which circumstance induced the said Gerrit L. Dux to pay the drafts of the said Postmaster General, drawn for the said postages on the representatives of the said Peter P. Dux, exceeding or equal in amount to all the postages received by the said Gerrit L. Dux while he acted as postmaster as aforesaid.

All of which said facts, with the various circumstances and incidents belonging to the same, your petitioner is ready to verify and establish in such manner as shall be directed or required.

Wherefore, your petitioner, considering the said judgment to be against equity and good conscience, and being remediless, except by legislative aid, doth respectfully solicit from Congress an act for relief in the premises.

ISAIAH TOWNSEND.

ALBANY, November 26, 1829.

B.

POST OFFICE DEPARTMENT, January 13, 1830.

SIR:

I have received the petition of Isaiah Townsend, surety of Gerrit L. Dux, late postmaster at Albany, New York, with the accompanying documents, and have carefully examined the case as therein presented to the consideration of the committee.

The petitioner prays for relief on the ground "that the postages which accrued during the time the said Gerrit L. Dux acted as postmaster were wrongfully charged to the account of Peter P. Dux," his predecessor, "which cir-

circumstance induced the said Gerrit L. Dox to pay the drafts of the Postmaster General drawn for the said postages on the representatives of the said Peter P. Dox; and that the payments so made by the said Gerrit L. Dox, out of moneys actually received by him as postmaster, were, on the trial of a suit on the bond of the said Peter, wrongfully applied to the credit of the said Peter's account; by means of which he is injured to the amount of the payments so applied.

The facts appear to be as follows: After the death of Peter P. Dox, his brother, Gerrit L. Dox, was appointed acting postmaster at Albany, from 1st January to 1st July, 1816, but no account was opened on the books of the Department with him; the postages which accrued after January 1, 1816, and the drafts drawn by the Postmaster General for the said postages, having been originally carried to the account of Peter P. Dox.

On a subsequent adjustment, however, and before suit, an account was opened with Gerrit L. Dox, and he was charged with the postages accruing between the 1st January and 1st July, 1816, and credited with the drafts of 1st April and 14th May, 1816, which were made on account of said postages.

On trial of the suit afterwards brought on the bond of Peter P. Dox, evidence was offered to show that these drafts were paid by Gerrit L. as agent for the administrator of Peter P. Dox; and, on this evidence, they were, by the decision of the court, transferred to the credit of the account of the said Peter.

In consequence of this decision, suit was instituted on the bond of Gerrit L. Dox, and judgment obtained, as is stated in the petition.

It appears to me evident that the equitable rights of the petitioner were injuriously affected by the evidence above mentioned, as it had the effect to deprive him of the benefit of the payments made on the drafts of 1st April, 1816, by Gerrit L. Dox—these drafts having a direct reference to the postages which accrued between the 1st January and 1st April of that year; and, on a view of the peculiar circumstances of this case, I have no hesitation to express my opinion, without compromising in any manner the rights of the Department, that the petitioner, so far as he has been deprived of the benefit of these payments, is entitled to the favorable consideration of Congress.

Beyond this, I do not perceive that he has any peculiar claims: for if, by the decision of Congress, the drafts of 1st April, 1816, should be restored to the account of Gerrit L. Dox, he will then have received the full benefit of all payments made on account of the postages which accrued from 1st January to 1st July, 1816, embracing the whole period during which the said Gerrit was postmaster.

I enclose a statement exhibiting the effect of the decision in the case of Peter P., and also the amount now standing to the debit of Gerrit L. Dox, on the books of this Department.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

HON. RICHARD M. JOHNSON,

Chairman Committee on the Post Office and Post Roads, House of Representatives.

P. S. The petition and accompanying documents are herewith returned.

DR. *Peter P. Dox, late postmaster at Albany, New York, in account with the General Post Office.* CR.

To balances due on his post office accounts from Jan. 1 to April 1, 1815,	\$1,984 05	1815.	By draft in favor Joseph Merrick, -	\$167 50
		April 1,		
April 1 to July 1, 1815,	2,754 93	" 1,	Erastus Young, -	190 00
July 1 to Oct. 1, 1815,	1,960 82	July 1,	Leonard Baker, -	300 00
Oct. 1 to Dec. 31, 1815,	2,093 09	" 1,	Simeon Draper, -	127 00
		Aug. 14,	T. Goodyear & Co., -	50 00
		" 21,	Erastus Young, -	50 00
		" 25,	D. M. Gregory, -	85 00
		Sept. 8,	Cash, -	1,000 00
		Oct. 2,	Leonard Baker, -	175 00
		" 2,	D. M. Gregory, -	85 00
		" 2,	Joseph Merrick, -	147 50
		" 2,	Clark Rawson, -	220 00
		" 2,	Jeremiah Smith, -	225 00
		" 2,	Erastus Young, -	165 74
		" 2,	Thomas Walker, -	200 00
		" 2,	Simeon Draper, -	51 00
		Nov. 20,	Delucena Backus, -	100 00
		" 22,	Joseph Branch, -	800 00
		1816.		
		January 1,	Leonard Baker, -	137 50
		" 1,	Simeon Draper, -	126 00
		" 1,	James Hicks, -	131 25
		" 1,	Joseph Merrick, -	188 50
		" 1,	Jason Parker & Co., -	1,965 00
		" 1,	Jeremiah Smith, -	225 00
		" 1,	Erastus Young, -	382 55
			By balance, -	1,478 35
	\$8,792 89			\$8,792 89
		1816.		
To balance due General Post Office, -	\$1,478 35	April 1,	By draft in favor Joseph Branch, -	\$300 00
To balance, -	100 15	" 1,	S. C. Camp, -	162 50
		" 1,	Simeon Draper, -	176 00
		" 1,	James Hicks, -	60 00
		" 1,	Joseph Merrick, -	287 50
		" 1,	Clark Rawson, -	162 50
		" 1,	Aaron Seaman, -	142 50
		" 1,	Barzillai Sherman, -	211 00
		" 1,	Erastus Young, -	76 50
	\$1,578 50			\$1,578 50
To balance carried to credit of G. L. Dox, -	\$100 15		By balance, -	\$100 15

[Suit was originally brought on this account for the balance of \$1,478 35; but, in consequence of the decision of the court, the drafts of April 1, 1816, were transferred from the account of G. L. Dox to this account, as they now appear.]

Dr. *Gerrit L. Dox, late postmaster at Albany, New York, in account with the General Post Office.* Cr.

To balances due on his post office accounts from Jan. 1 to April 1, 1815, April 1 to July 1, 1815,		1816. May 14,	By balance from account of Peter P. Dox, -	\$100 15
	\$2,808 90		By draft in favor of Jeremiah Smith, -	37 50
	1,848 45		By balance, -	4,519 70
	\$4,657 35			
To balance, -	\$4,519 70			\$4,657 35

21st CONGRESS.]

No. 31.

[1st Session.]

ADDITIONAL CLERKS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 26, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred so much of the President's message as relates to the General Post Office Department, reported:

That the number of clerks employed in the General Post Office, and for whom the law makes appropriation, is thirty-seven; but by reference to the letter of the late Postmaster General, and also of the present Postmaster General, (which letters are appended as a part of this report,) it appears that it has been a standing custom with the Department to employ extra clerks, from time to time, as the progress of its business required, confiding in Congress to sanction the measure. That, in conformity with this custom, the late Postmaster General employed not less than five additional clerks during the last winter, and deferred the application to Congress to make the appropriation, under the conviction that a still greater increase would be required in the course of the year. That the present Postmaster General has, accordingly, found it necessary to increase the number to ten, whose duties are now essential to the correct transaction of the business of the Department. The committee have, moreover, carefully investigated this subject, and find the whole number asked for already engaged in the service of the Department. Strict inquiry has been made into the nature of the duties which require this force, the result of which the committee deem it proper to incorporate in this report.

The business of the Department is divided into three general and distinct branches, viz: That of finance; of appointments of postmasters, and their duties; and of mail contracts, and the superintendence of the transportation of the mail.

In the first of these are employed, under the junior assistant, as follows:

Three book-keepers, among whom are divided the day-book, journal, and ledger entries, requisite for a clear and distinct account with each, of about eight thousand postmasters, and about two thousand contractors, besides miscellaneous accounts, each of which is required to be so far settled as to ascertain the balance every quarter.

Solicitor's Office.

Four clerks: a solicitor, and three assistants, to settle the accounts of persons whose official functions have ceased; collect the balances due from them, respectively; prosecute delinquents, and also to state the accounts of persons for settlement who are still in office, so as to prevent, as far as practicable, future delinquencies.

Pay Office.

Four clerks: a principal pay clerk, and three assistants, whose duty it is to ascertain, quarterly, the state of each contractor's account, the amount due him on his contract, to make drafts on the different postmasters for their payment, and to keep books of the post offices on each route; each exhibiting a distinct view of the amount of each particular contract.

Examiner's Office.

Eleven clerks are employed in this branch: a chief examiner, and one who assists him in opening, recording, and examining all postmasters' accounts; receiving and depositing in bank their remittances; notifying and reporting delinquents; besides one who examines and corrects all errors of balances brought forward, of letters on hand; and eight others, who examine all additions, calculations of commissions and charges in every postmaster's account, and correct all errors that appear. These, together, settle thirty-two thousand accounts in a year, with interest, mostly in cents, making, in their additions, nearly \$2,000,000.

Register's Office.

Eight clerks are employed in this business: a chief register, with seven assistants, whose business it is to prepare all the accounts of the Department for the Treasury, with their proper vouchers, besides registering, in quarterly accounts current, all postmasters' accounts, designating the different items of charge in each particular account. In this, three are employed in registering the accounts for the book-keepers, two in copying postmasters' accounts for the Treasury, and in copying the accounts of contractors, and adjusting them for the Treasury, and one in collecting, comparing, numbering, and filing receipts and other vouchers; besides the chief register, who carries on the correspondence of this branch, and makes the general statements.

One clerk is employed in keeping the assistant's bank ledger, the cash-book of the Department, and the book of depositing post offices.

One clerk is employed to record all the letters of this branch, and of the Postmaster General.

One clerk is employed to register, endorse, and file, alphabetically, letters received by the Department.

Office of Appointments.

In the second division, under the other assistant, three clerks are employed, each to a distinct section, comprising together the whole Union, in the perusal of letters and memorials, and endorsing on them their titles and summaries; collecting and filing, in their appropriate places, the requisite information in each case; drawing up abstracts of cases for the Postmaster General; examining postmasters' bonds and oaths of office.

One clerk is employed in entering all appointments in a book of appointments; making out letters of appointment, bonds, and affidavits; and registering the postmasters' names and their bonds, with their sureties.

One clerk is employed in recording the letters, the transmission of letters and blanks, making out and forwarding commissions and letters of supersedeas.

Dead Letter Office.

One clerk is employed in examining, registering, and sending to the proper offices, dead letters containing money or articles of value, receiving the receipts for their proper delivery, and ascertaining their destiny.

Office of Instruction.

One clerk is employed in communicating the decision of the Postmaster General upon all legal questions, and in giving special instructions to postmasters, in tracing lost letters, and detecting depredators.

Office of Mail Contracts.

In the third division, under the superintendent of this branch, there are employed:

One clerk, whose business it is to examine all mail routes; their connexions and relations; the times of arrival and departure of mails; the manner of transporting the mails; frequency of trips; conduct of contractors and carriers; advertising for proposals; procuring of mail bags, locks, and keys; ascertaining the proper location of distributing post offices; and the business of the Department, generally, connected with the transportation of the mail.

One clerk is employed in examining letters and petitions on the subject of mail routes and the transportation of the mail, and endorsing on them briefs of their contents, and in such correspondence as relates to the northeastern section of the Union.

One clerk is employed in filling contracts and contractors' bonds; in receiving and filing them; in preparing duplicates of them, and transmitting them to the Treasury with the proposals; in preparing copies of contracts and proposals for Congress; and in such correspondence as relates to the middle section of the Union.

One clerk is wanted to be employed in such correspondence as relates to the transportation of the mail in the south, and in the western sections of the Union.

One clerk is employed in collecting information relative to the length of each post route; the names, relative position, and respective distances, one from another, of each office on every route; and to prepare and keep a regular route book.

One clerk is employed in recording all letters relating to the business of this branch.

Office of the Chief Clerk.

Besides the general duties of supervision belonging to the chief clerk, there are employed:

One clerk to audit and register all accounts; to register all checks for moneys; to keep an account with the several banks, and a registry of all money transactions; and to assist him in his general correspondence.

One clerk is employed in preparing all statements for the Executive Departments and for Congress, and to assist in such other investigations and duties as are required.

Thus, it appears that the whole number of clerks asked for are already employed, and that the proposition of the Postmaster General, as stated in his letter, is only a request that Congress will do what has never yet been refused—to give its sanction to their continuance. The labor which is necessary, especially during the session of Congress, requires the greatest industry with those who are employed, and it is believed that the public interest calls for the measure.

The committee, also, from a full investigation of the vigilance and responsibility required in the superintendence of each of the three branches into which the business of the Department is divided, are fully satisfied, that another Assistant Postmaster General is required, and entirely concur with the Postmaster General in the opinion that the measure will be promotive of the interest and prosperity of the Department. The committee, therefore, ask leave to report a bill.

A.

SIR:

GENERAL POST OFFICE DEPARTMENT, *January 13, 1830.*

Your letter of the 24th ultimo is received, inquiring "the additional number of clerks necessary to transact the business of the Department; the compensation which should be allowed to each; and to furnish the committee with any other information relative to this Department which may require the authority of Congress."

My predecessor apprized me, at an early day, of the necessity of an increased number of clerks, and of an annual progress of increase, as will appear from his letter of the 10th March, a copy of which is herewith transmitted. By this it will also be perceived that he had found it necessary to employ some additional clerks, trusting to Congress to authorize the measure by a future appropriation. My experience has demonstrated his correctness. The number has, of necessity, been further increased; and to keep the business of the office in that state which the public good demands will require ten, in addition to the number heretofore provided for by law.

The business of this Department being properly systematized, naturally divides itself into three distinct branches—that of *finance, of mail contracts and transportation, and of appointments and superintending the conduct of postmasters.* At the head of each of these three branches there is required to be a person of the responsibility of an assistant. The law at present authorizes but two assistants; and I would recommend the authorizing of the appointment of another *Assistant Postmaster General*, with the same compensation, and in all respects upon the same footing, with the two already authorized.

In regard to the compensation of the additional clerks, I will here take the liberty to remark, that this Department does not stand upon an equality in that respect with the other Departments; the average compensation of the clerks being considerably lower, while their labor is quite as great, and their industry, it is believed, is unsurpassed by any.

The chief clerk in each of the other Departments receives a salary of \$2,000. I would recommend that the chief clerk in this Department be allowed the same salary. His duties are as weighty and as responsible.

I would also propose that the compensation to the additional number to be allowed be as follows:

Two at sixteen hundred dollars per annum.

Two at fourteen hundred dollars per annum, and

Six at twelve hundred dollars per annum.

All of which is respectfully submitted.

I have the honor to be your obedient, humble servant.

W. T. BARRY.

Hon. RICHARD M. JOHNSON,

Chairman of the Committee on the Post Office and Post Roads.

B.

SIR:

GENERAL POST OFFICE DEPARTMENT, *March 10, 1829.*

During the last year I have expended for clerk hire, beyond the amount appropriated, \$3,653 11, for which an appropriation was not asked at the late session. It was deemed better to defer any application on this subject until the ensuing session of Congress, when the increasing business of the office will require a more permanent provision, by authorizing an additional number of clerks. The increase of business is such, in this Department, that any number of clerks which is sufficient at this time will not be able to perform the labor six months hence. I have, therefore, been constantly in the practice of employing the necessary force, and trusting to Congress for the necessary

appropriation. This has met with the approbation of the Legislature, and I have no doubt that such a course will be approved by it, if no doubt is entertained as to the necessity of the expenditure.

There are now several individuals employed temporarily in the office, and their services cannot be dispensed with, without great loss to the public. I would, therefore, recommend to you the continuance of the persons thus employed, under the full belief that an appropriation will be made to cover the expense at the next session of Congress.

Mr. Bradley, the senior Assistant Postmaster General, will fully explain to you the necessity which exists for the services referred to, and will inform you of the names of the persons employed, and the sums paid to each.

With great respect, your obedient servant,

JOHN McLEAN.

Hon. WM. T. BARRY, *Postmaster General*.

21st CONGRESS.]

No. 32.

[1st SESSION.]

REWARD FOR APPREHENDING THE ROBBER OF THE POST OFFICE AT FLORENCE, IN ALABAMA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 1, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred the claim of Fielding L. White, of Madison county, Alabama, reported:

That it appears that said Fielding L. White was jailer of the said county of Madison, in January, 1828, when David H. Dyer, who had been previously committed on a charge of robbing the post office at Florence, Alabama, escaped from said jail; that said White offered a reward of fifty dollars for the apprehension of said Dyer; that said Dyer was subsequently arrested, and recommitted, tried, and convicted of said offence, and upon that conviction is now under sentence of the court. It also sufficiently appears that said White paid the said reward of fifty dollars, and has applied to the Postmaster General to be refunded, and been refused, "because it does not come within the legal power of that Department;" although the Postmaster General says "the reward ought to be paid." It further appears, to the satisfaction of the committee, that the claimant is "an honest man, and has always been a vigilant, faithful, and efficient officer." The committee, therefore, beg leave to report a bill for his relief.

21st CONGRESS.]

No. 33.

[1st SESSION.]

SURETY OF A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 5, 1830.

Mr. CONNER, from the Committee on the Post Office and Post Roads, to whom was referred the petition of Joseph Young, reported:

That the petition and papers of Mr. Young were referred to the Committee on the Post Office and Post Roads at the first session of the last Congress, and a report favorably made; which report the committee beg leave to adopt: That the petitioner became surety for John Garretson, postmaster in Concord, North Carolina, in the year 1815; that said Garretson died in September of the same year, and, shortly after, a successor was appointed. In the fall of the year 1821, suit was instituted by the Postmaster General against the petitioner for the sum of \$53 55, due to the Department at the decease of Garretson, which, together with the cost incurred by the suit, amounts to \$100 21, and was paid over to the clerk of the circuit court of the United States in 1822; which sum the petitioner asks to be refunded to him. The committee are persuaded that it would be inexpedient, in ordinary cases, and within a reasonable time after the death or resignation of a postmaster, to absolve the security from the responsibility which he, himself, in the first instance, voluntarily assumed. But, in this case, six years had been, by the Department, permitted to elapse before the institution of a suit; a new appointment of a postmaster made; a bond, and other and new security taken; the administrator, widow, and heirs had, three years after the decease of Garretson, removed out of the State where (if any balance of the estate of Garretson remained) he is advised he could not sustain a suit, from the fact of his having paid the money before final judgment was taken against him. The committee therefore believe that, in equity and justice, the above sum should be refunded; and, for that purpose, report a bill.

21st CONGRESS.]

No. 84.

[1st Session.]

SURETIES OF A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 8, 1830.

Mr. MAGEE, from the Committee on the Post Office and Post Roads, to whom was referred a resolution requiring the committee to inquire into the expediency of reimbursing to the bail of Charles Josslyn, late postmaster at Greene, Chenango county, New York, an account paid by said bail, reported:

That, on the 18th day of March, 1812, Jeduthur Gray, 2d, and Robert Morrell became the bail of the postmaster, Charles Josslyn. On the 8th May, 1818, six years after the execution of the first bond, Josslyn, at the request of the Postmaster General, procured new bail, to wit, Philo B. Palmer and John Watson. In February, 1824, Josslyn failed; the last bail, Palmer and Watson, were unable to pay the deficit; and, in 1826, a suit was instituted against Gray and Morrell, on the bond given in 1812. Judgment was obtained in the circuit court of the United States for the northern circuit of New York, and the amount paid by Morrell.

It will be seen, from an examination of a statement furnished by the Post Office Department, that, on the 8th day of May, 1818, the time when the new bail was taken, there was a balance due from Josslyn of \$83 76, which, with interest, was claimed by the Department, and paid by the bail. In September, 1818, Josslyn paid a draft of \$80, being nearly the amount due on the 8th May previous. On the 1st April, 1819, he paid the further sum of \$50, and continued to pay all drafts upon him as late as October 1, 1822. Had the accounts of Josslyn been closed at the time of payment of the last draft, there would have been only the balance of \$4 06 due to the Department; but, by permitting him to retain the office for one year and four months without payment, there was due at the surrender of the office \$185. If a balance had been struck on the 1st day of January, 1819, several months after taking new bail, there would have been due only \$3 91.

In the opinion of the committee, this case strongly addresses itself to the equitable interference of Congress; it is unjust, whatever may be the strict rule of law on the subject, to hold the first bail responsible for defalcations committed several years after they had a right to suppose themselves discharged from further responsibility by the taking new bail. The principal remained solvent until 1824, twelve years after the execution of the first bond, and six years after taking new bail; the payments made up to January 1, 1819, were received in discharge of the balance due on the 8th May, 1818, as, at that time, the quarterly accounts and the balance due exceeded the balance stated only \$3 91.

In the opinion of the committee, the neglect of the Department in not collecting amounts afterwards due, and permitting Josslyn to remain in office without payment, ought not to operate against the first bail, especially after the lapse of twelve years, and when, too, the amount due on the 8th May, 1818, was soon after paid by the postmaster. Believing the bail entitled to relief, the committee report a bill.

21st CONGRESS.]

No. 35.

[1st Session.]

INCREASE OF THE PENSION OF A MAIL CARRIER, WHO WAS SHOT IN THE CREEK NATION IN 1805.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 10, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred the petition of Josiah H. Webb for an increase of his pension, reported:

That they refer to the documents in this case, marked A, B, C, and D, as a part of this report, by which it appears to the satisfaction of the committee that said Webb is a poor man, and that he is so disabled by the wounds which he received while carrying the United States mail through the Indian country, as to be in a suffering condition. The present allowance of \$50 being inadequate to provide him the necessaries of life, the committee, therefore, ask leave to report a bill to give to said Webb eight dollars per month, the pension of a common soldier when totally disabled.

A.

To the Senate and House of Representatives of the United States of America in Congress assembled:

The undersigned petitioners beg leave most respectfully to represent to your honorable bodies that the pension allowed, by a late law of Congress, to Josiah H. Webb, who was wounded in the year 1805, while transporting the United States mail from Fort Stoddert to Athens, in the State of Georgia, is greatly inadequate to his wants and necessities. The undersigned are acquainted with the said Josiah H. Webb, and feel no hesitation in asserting that his situation is almost entirely helpless, in consequence of the effects of the aforesaid wound. The undersigned therefore pray that a law be passed, increasing the yearly pension of the said Josiah H. Webb from \$50 to \$—, which latter sum, they are of opinion, would only amount to a bare competency.

[Signed by a number of individuals.]

GREENE COUNTY, ILLINOIS, November, 1829.

B.

GREENE COUNTY, ILLINOIS, November 16, 1829.

Josiah H. Webb comes before me, declaring inability of physical powers of body, occasioned by a wound received in the United States service, as the carrier of the public mail. On examination, I found the ball should have entered the upper edge of the left hip, together with fracturing said hip, more or less, and passing out at the right lumbar region of his body. The above-mentioned wound is a source of much irritation on the slightest exposures, and necessarily incapacitates him from the discharge of any active personal duty which might be indispensably necessary for his support and maintenance. Wherefore I think he becomes a laudable subject of charity.

O. B. HEATON, M. D.

C.

SIR:

GENERAL POST OFFICE DEPARTMENT, *February 8, 1830.*

In answer to your inquiries relative to the case of Josiah H. Webb, I have the honor to state that, in the month of August, 1805, Josiah H. Webb, who was then employed in carrying the United States mail from Athens, in Georgia, to New Orleans, while riding through the Creek nation of Indians for that purpose, and having the mail in charge, was shot by some unknown person, (supposed to be an Indian,) and very severely wounded. He was taken to Fort Stoddert, where, by the humane attention which was bestowed upon him, under the direction of the commandant, he partially recovered of the wound, but continued in a crippled state of body. His case appears to have excited great commiseration; and Congress, by an act passed April 21, 1806, appropriated \$250 to defray the expense of his long confinement, he being at that time still in a state of entire disability at Fort Stoddert. In December, 1811, Congress provided further relief for him, by an act granting him a pension of \$50 per annum for life, to commence from the 1st January, 1809. His disability appears to have arisen from the wound which he received in the faithful discharge of his public duty, and Congress appears to have recognised it as a case which called for relief from the public treasury.

I am, very respectfully, your obedient servant,

W. T. BARRY.

Hon. RICHARD M. JOHNSON,

Chairman of the Committee on the Post Office and Post Roads.

D.

SIR:

CARROLLTON, ILLINOIS, *November 17, 1829.*

Mr. Josiah H. Webb has thrown himself upon the clemency of Congress for an increase of his pension, as you will see by the enclosed documents. The effect of his wound renders him unable to labor, and I have no hesitation in saying that it would be equitable and just that his pension should be increased to a sufficient sum for his entire support. The support and influence of yourself and our Senators are his only alternative. I hope you will use your influence in his behalf.

With much esteem, yours,

THOMAS CARLIN.

To the Hon. JOSEPH DUNCAN.

[21st CONGRESS.]

No. 36.

[1st SESSION.]

POST ROUTES ON WHICH THE MAIL IS TRANSPORTED ON SUNDAY.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 4, 1830.

SIR:

POST OFFICE DEPARTMENT, *March 4, 1830.*

I have the honor to transmit, in accordance with the resolution of the House of Representatives of the 24th ultimo, a statement of the post routes within the United States on which the mail is transported on Sunday.

I am, sir, very respectfully, your obedient servant,

W. T. BARRY.

Hon. A. STEVENSON, *Speaker of the House of Representatives.*

The mail is transported on the following post routes within the United States on Sunday:

From Washington City, by Baltimore, Philadelphia, Trenton, N. J., New York city, Hartford, Boston, Portsmouth, N. H., Portland, and Brunswick, to Augusta, in Maine.

From Washington City, by Warrenton, Culpeper Court-house, and Charlottesville, to Lynchburg, in Virginia.

From Washington City, by Richmond and Petersburg, Va., Raleigh and Fayetteville, N. C., Georgetown and Charleston, S. C., to Savannah, in Georgia.

From Fredericksburg, Va., by Halifax and Salem, N. C., Yorkville and Abbeville, S. C., and Petersburg, Ga., to Powelton, in Georgia.

From Fayetteville, N. C., by Columbia, S. C., Augusta and Milledgeville, Ga., Montgomery, Blakely, and Mobile, Ala., to New Orleans, in Louisiana.

From Huntsville, Ala., by Tusculumbia, Ala., Doak's Stand and Natchez, Miss., and St. Francisville, to New Orleans, in Louisiana.

From Washington City and Baltimore, by Fredericktown and Cumberland, Md., Washington, Pa., Wheeling, Va., Zanesville, Ohio, Maysville, Lexington, and Louisville, Ky., Vincennes, Ia., Carlyle, Ill., and St. Louis, Mo., to Fayette, in Missouri.

From Zanesville, by Columbus, to Cincinnati, Ohio.

From New York city, by Albany, Canandaigua, and Buffalo, N. Y., and Erie, Pa., to Youngstown, in Ohio.

From Philadelphia, by Lancaster, Harrisburg, and Pittsburg, to Washington, in Pennsylvania.

From Philadelphia, by Reading and Alexandria, to Pittsburg, in Pennsylvania.

IN MAINE.

From Bangor to Oldtown.

IN NEW HAMPSHIRE.

From Haverhill to Guildhall, Vt.
Portsmouth to Plymouth.

From Hanover to Newbury.
Hanover to Haverhill.

IN VERMONT.

From Montpelier to Derby.
Bennington to Bridgeport.

From Bethel to Woodstock.
Burlington to South Hero.

IN MASSACHUSETTS.

From New Bedford to Newport, R. I.
Boston to Providence, R. I.
Boston to Albany, N. Y.

From Newton Upper Falls to Boston.
Boston to Ashford, Conn.
Boston to Walpole, N. H.

IN RHODE ISLAND.

From Newport to New York city.

IN CONNECTICUT.

From New Haven to Providence, R. I.

From Hartford to Hanover, N. H.

IN NEW YORK.

From New York city to Albany.
Monroe to New Paltz.
Chenango Point to Harpersville.
Utica to Ithaca.
Kingston to Cloverville.
Columbus to Cortland.
Albany to Harpersfield.
Albany to Manlius.
Albany to Canandaigua.
Canandaigua to Rochester.
Manlius to Auburn.
Elbridge to Rochester.
Utica to Sackett's Harbor.

From Rochester to Lewiston.
Centreville to Mayville.
Mayville to Lodi.
Lodi to Centreville.
Bridgewater to Cherry Ridge, Penn.
Buffalo to Fredonia.
Brookport to Clarkson.
Owego to Geneva.
Cherry Valley to Cooperstown.
Waterford to Saratoga.
Catskill to Ithaca.
Cuba to Geneseo, and Bath to Olean.
Delhi to Cooperstown.

IN NEW JERSEY.

From Jersey City to Owego, N. Y.

IN PENNSYLVANIA.

From Kittaning to Olean.
Franklin to Olean.
Womelsdorf to Dalmatia.
Reading to Northumberland.
Columbia to Elizabethtown, N. J.
Stroudsburg to Hop Bottom.
Lancaster to Port Deposit.
Cherry Valley to Bethlehem.
Berwick to Easton.
Mount Aetna to Franklin.
Watsonstown to Bellefonte.

From Downingtown to Harrisburg.
Bucksville to Bethlehem.
Greensburg to Roseburg.
Huntingdon to Bloody Run.
Gettysburg to Hagerstown.
Reistertown to Carlisle.
Berwick to Elmira, N. Y.
Bellefonte to Olean.
Phillipsburg to Coleman.
Uniontown to Clarksburg, Va.

IN MARYLAND.

From Tomlinson's to Ebsenburg.
Fredericktown to Liverpool.
Oldtown to Cumberland.
Baltimore to Centreville.

From Annapolis, by Easton and Cambridge, to Snow Hill.
Baltimore to Chambersburg, Pa.
Westminster to Chambersburg, Pa.
Boonsborough to Winchester, Va.

IN THE DISTRICT OF COLUMBIA.

From Washington City to Georgetown.

IN VIRGINIA.

From Winchester to Staunton.
Buckingham Court-house to Boynton.
Giles Court-house to Cabell Court-house.
Travellers' Repose to Pocahontas Court-house.
Romney, by Clarksburg, to Marietta, Ohio.
Petersburg to Norfolk.
Charlotte Court-house to Campbell Court-house.
Richmond to Norfolk.
Weston to Parkersburg.
Danville to Cocke's Store.
Greenville to Council Store, N. C.
New Canton to New Glasgow.
Winchester to Romney.
Winchester to German Settlement.
Leadesville to German Settlement.
Leadesville to Clarksburg.
Staunton to Lewisburg.
Richmond to Charlottesville.
Lockport to Moorfields.
New London to Pittsylvania Court-house.

From Winchester to Hancock, Md.
Montgomery to Wythe Court-house.
Harrisville to Clarksville.
Fredericksburg, by Warrenton, to Winchester.
Petersburg to City Point.
Henry Court-house to Liberty.
Hampstead to King George.
Fredericksburg to Culpeper Court-house.
Norfolk to Tarborough, N. C.
Hillsborough to Milton.
New Glasgow to Liberty.
Coalsmouth to Gallipolis, Ohio.
Giles Court-house to Rocky Mount.
Simpson's to Grayson Court-house.
Fishing Creek to Kingwood.
Parkinsonville to Charlotte Court-house.
Lynchburg to Buckingham Court-house.
Hicksford to Suffolk Court-house.
Jacksonville to Kenawha Court-house.

IN NORTH CAROLINA.

From Newbern to Washington.
Stagville to Hillsborough.
Raleigh to Roxborough.
Warrenton to Milton and Danville.
Charlotte to Camden, S. C.
Warrenton to Tarborough.
Fayetteville to Charlotte.
Raleigh to Newbern.
Pittsborough to Kincannon.
Elizabeth City to Norfolk.
Stauntonborough to Duplin Court-house.
Fayetteville to Wilmington.

From Salem, by Shown's Cross Roads, to Knoxville, Tenn.
Wilkesborough to Charlotte.
Morgantown to Greenville.
Morgantown to Asheville.
Yorkville to Murraysville.
Halifax to Columbia.
Pittsborough to Fayetteville.
Edenton to Washington and Beaufort.
Fayetteville to Salisbury.
Raleigh, by Tarborough, to Newbern.
Fayetteville to McIntosh's Old Place.
Rockingham to Cheraw, S. C.

IN SOUTH CAROLINA.

From Columbia to Buchanansville.
Columbia to Greenville.
Marion to Wilmington.
Pickensville to Slabtown.

From Cheraw to Chesterville.
Columbia to Charleston.
Charleston to Camden.

IN GEORGIA.

From Augusta to Carnesville.
Milledgeville to Athens.
Powelton to Madison.
Mount Vernon to Darien.
Athens to Spring Place.
Gunter's Landing to Blountsville.
Columbus to Fort Gaines.
Columbus to Early Court-house.
Darien to Brunswick.
Savannah to Louisville.
Waynesville to Ware Court-house.
Savannah to Augusta.

From Savannah to Darien.
Augusta to Coosahatchie.
Augusta to Charleston, S. C.
Augusta to Athens.
Lawrenceville to Fayetteville.
Clinton to Madison.
Hartford to Appling Court-house.
St. Mary's to St. Augustine, Florida.
Washington to Elberton.
Macon to Newton.
Augusta to Pendleton, S. C.
Savannah to Macon.

IN FLORIDA.

From Pensacola to Burnt Corn, Ala.
Tallahassee to St. Augustine.

From Tallahassee to Pindartown, Ga.

IN ALABAMA.

From Montgomery to Tuscaloosa.
Marengo to Claiborne.
Bellefonte to Blountsville.
Tuscaloosa to Mobile.

From Montgomery to Selma.
Athens to Tuscaloosa.
Huntsville to Shelbyville.

IN MISSISSIPPI.

From Columbia to Washington Court-house.
Columbia to Madisonville.

From Natchez to Winchester.
Columbus to Bolivar, Tenn.

IN LOUISIANA.

From Madisonville to New Orleans.
Natchitoches to Crow's Crossing.
Woodville, by Pinkneyville, to Alexandria.
Franklin to Clinton.

From Natchez to Alexandria.
Alexandria to Natchitoches.
Baton Rouge to Opelousas.
Blanchardsville to Opelousas.

IN ARKANSAS.

From Memphis, Tenn., to Greenock, A. T.
Little Rock to Nicksville.
Little Rock to Miller Court-house.
Batesville to Little Rock.
Hempstead Court-house to Natchitoches.

From Mouth of Cache to Helena.
Mouth of Cache to Mouth of White river.
Memphis to Little Rock.
Batesville to Izard Court-house.

IN TENNESSEE.

From Murfreesborough to Spring Place, Ga.
Columbia to Mooresville.
Morgan Court-house to Hilham.
Monroe to Martinsburg.
Nashville, by Jackson, to Memphis.
Clinton to Burkeville.
Sparta to Glasgow, Ky.
Sparta to Monticello.
Lebanon to Glasgow, Ky.

From Tellico Plains to Clarksville, Ga.
Hilham to Martinsburg.
Columbus to Chota.
Chota to Franklin, N. C.
Rutledge to Marysville.
Greenville to Warm Springs, N. C.
Athens to Hamilton Court-house.
Lebanon to Lancaster.
Washington to Bellefonte, Ala.

IN KENTUCKY.

From Catlettsburg to Paris.
Barbourville to Newport, Tenn.
Nicholasville to Barbourville.
Cincinnati, Ohio, by Lexington, Harrodsburg, and
Glasgow, Ky., to Nashville, Tenn.
Eddyville to Wardsborough.
Georgetown to Vevay, Ia.
Richmond to Barbourville.
Morganfield to Salem.
Danville to Columbia.
Stanford to Somerset.
Maysville to Cincinnati.
Salem to Shawneetown.
Hopkinsville to Nashville.
Cumberland Ford to Perry Court-house.

From Lexington to Richmond.
Catlettsburg to Pike Court-house.
Greensburg to Litchfield.
Catlettsburg to Maysville.
Hickman to Dresden.
Louisville, by Bowling Green, to Nashville, Tenn.
Hickman to Dyer Court-house, Tenn.
Hardinsburg to Hopkinsville.
Lawrenceburg to Springfield.
Shelby to Vevay, Ia.
Hopkinsville to Canton.
Hickman to New Madrid, Mo.
McCracken Court-house to Paris.
Mayfield to Mill Point.
Wilmington to Springfield.

IN OHIO.

From Marietta to Point Pleasant.
Warren to Salem.
Cleveland to Sandusky City.
Marietta to Chillicothe.
Fairport to Ravenna.
Warren to Elyria.
Canton to Ravenna.
Maumee to Fort Wayne, Ia.

From Lancaster to Gallipolis.
Chillicothe to Gallipolis.
Piqua to Defiance.
Piqua to Fort Wayne, Ia.
Springfield to Sandusky City.
Chillicothe to Dayton.
Canton to Norwalk.

IN MICHIGAN.

From Detroit to Mount Clemens.

From Indian Village to Fort Gratiot.

IN INDIANA.

From Columbus to Little York.
Newcastle to Covington.
Terre Haute to Evansville.
Maysville to St. Louis.

From Paoli to Petersburg.
Hamilton, Ohio, to Richmond, Ia.
Vincennes to Shawneetown, Ill.

IN ILLINOIS.

From Carrollton to Quincy.
Shawneetown to Jackson.
Shawneetown to Carlyle.
Carrollton to Springfield.
Jacksonville to Rushville.

From Atlas to Louisiana.
Vandalia to Paris.
Ka-kaskia to Vandalia.
Vincennes to Union.
Vandalia to Peoria.

IN MISSOURI.

From Jefferson to Fulton.
Chariton to Independence.

From St. Louis to Jefferson Barracks.
St. Louis to Springfield, Ill.

21st CONGRESS.]

No. 37.

[1st Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 4 AND 5, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom had been referred memorials from inhabitants of various parts of the United States, praying for a repeal of so much of the Post Office law as authorizes the mail to be transported and opened on Sunday, and to whom had also been referred memorials from other inhabitants of various parts of the United States remonstrating against such repeal, made the following report:

That the memorialists regard the first day of the week as a day set apart by the Creator for religious exercises, and consider the transportation of the mail and the opening of the post offices on that day the violation of a religious duty, and call for a suppression of the practice. Others, by counter-memorials, are known to entertain a different sentiment, believing that no one day of the week is holier than another. Others, holding the universality and immutability of the Jewish decalogue, believe in the sanctity of the seventh day of the week as a day of religious devotion, and, by their memorial now before the committee, they also request that it may be set apart for religious purposes. Each has hitherto been left to the exercise of his own opinion, and it has been regarded as the proper business of Government to protect all and determine for none. But the attempt is now made to bring about a greater uniformity, at least in practice; and, as argument has failed, the Government has been called upon to interpose its authority to settle the controversy.

Congress acts under a constitution of delegated and limited powers. The committee look in vain to that instrument for a delegation of power authorizing this body to inquire and determine what part of time, or whether any, has been set apart by the Almighty for religious exercises. On the contrary, among the few prohibitions which it contains, is one that prohibits a religious test, and another which declares that Congress shall pass no law respecting an establishment of religion, or prohibiting the free exercise thereof. The committee might here rest the argument, upon the ground that the question referred to them does not come within the cognizance of Congress; but the perseverance and zeal with which the memorialists pursue their object seems to require a further elucidation of the subject; and, as the opposers of Sunday mails disclaim all intention to unite church and state, the committee do not feel disposed to impugn their motives; and whatever may be advanced in opposition to the measure will arise from the fears entertained of its fatal tendency to the peace and happiness of the nation. The catastrophe of other nations furnished the framers of the constitution a beacon of awful warning, and they have evinced the greatest possible care in guarding against the same evil.

The law, as it now exists, makes no distinction as to the days of the week, but it is imperative that the postmasters shall attend at all reasonable hours in every day to perform the duties of their offices; and the Postmaster General has given his instructions to all postmasters that, at post offices where the mail arrives on Sunday, the office is to be kept open one hour or more after the arrival and assorting the mail; but, in case that would interfere with the hours of public worship, the office is to be kept open for one hour after the usual time of dissolving the meeting. This liberal construction of the law does not satisfy the memorialists; but the committee believe that there is no just ground of complaint, unless it be conceded that they have a controlling power over the consciences of others. If Congress shall, by the authority of law, sanction the measure recommended, it would constitute a legislative decision of a religious controversy in which even Christians themselves are at issue. However suited such a decision may be to an ecclesiastical council, it is incompatible with a republican Legislature, which is purely for political, and not religious purposes.

In our individual character we all entertain opinions, and pursue a corresponding practice, upon the subject of religion. However diversified these may be, we all harmonize as citizens, while each is willing that the other shall enjoy the same liberty which he claims for himself. But, in our representative character, our individual character is lost. The individual acts for himself; the representative for his constituents. He is chosen to represent their political, and not their religious views; to guard the rights of man, not to restrict the rights of conscience. Despots may regard their subjects as their property, and usurp the Divine prerogative of prescribing their religious faith; but the history of the world furnishes the melancholy demonstration that the disposition of one man to coerce the religious homage of another springs from an unchastened ambition rather than a sincere devotion to any religion. The principles of our Government do not recognise in the majority any authority over the minority, except in matters which regard the conduct of man to his fellow-man. A Jewish monarch, by grasping the holy censor, lost both his sceptre and his freedom. A destiny as little to be envied may be the lot of the American people, who hold the sovereignty of power, if they, in the person of their representatives, shall attempt to unite, in the remotest degree, church and state.

From the earliest period of time, religious teachers have attained great ascendancy over the minds of the people; and in every nation, ancient or modern, whether Pagan, Mahometan, or Christian, have succeeded in the incorporation of their religious tenets with the political institutions of their country. The Persian idols, the Grecian oracles, the Roman auguries, and the modern priesthood of Europe, have all, in their turn, been the subject of popular adulation, and the agents of political deception. If the measure recommended should be adopted, it would be difficult for human sagacity to foresee how rapid would be the succession, or how numerous the train of measures which might follow, involving the dearest rights of all—the rights of conscience. It is perhaps fortunate for our country that the proposition should have been made at this early period, while the spirit of the Revolution yet exists in full vigor. Religious zeal enlists the strongest prejudices of the human mind, and, when misdirected, excites the worst passions of our nature, under the delusive pretext of doing God service. Nothing so infuriates the heart to deeds of rapine and blood; nothing is so incessant in its toils, so persevering in its determinations, so appalling in its course, or so dangerous in its consequences. The equality of rights, secured by the constitution, may bid defiance to mere political tyrants; but the robe of sanctity too often glitters to deceive. The constitution regards the conscience of the Jew as sacred as

that of the Christian, and gives no more authority to adopt a measure affecting the conscience of a solitary individual than that of a whole community. That representative who would violate this principle would lose his delegated character, and forfeit the confidence of his constituents. If Congress shall declare the first day of the week holy, it will not convince the Jew nor the Sabbatarian. It will satisfy both, and, consequently, convert neither. Human power may extort vain sacrifices, but the Deity alone can command the affections of the heart. It must be recollected that, in the earliest settlement of this country, the spirit of persecution which drove the pilgrims from their native home was brought with them to their new habitations, and that some Christians were scourged, and others put to death, for no other crime than dissenting from the dogmas of their rulers.

With these facts before us, it must be a subject of deep regret that a question should be brought before Congress which involves the dearest privileges of the constitution, and even by those who enjoy its choicest blessings. *He* should all recollect that Catiline, a professed patriot, was a traitor to Rome; Arnold, a professed whig, was a traitor to America; and Judas, a professed disciple, was a traitor to his Divine Master.

With the exception of the United States, the whole human race, consisting, it is supposed, of eight hundred millions of rational beings, is in religious bondage; and, in reviewing the scenes of persecution which history everywhere presents, unless the committee could believe that the cries of the burning victim, and the flames by which he is consumed, bear to Heaven a grateful incense, the conclusion is inevitable that the line cannot be too strongly drawn between church and state. If a solemn act of legislation shall, in *one* point, define the law of God, or point out to the citizen *one* religious duty, it may, with equal propriety, proceed to define *every* part of divine revelation, and enforce *every* religious obligation, even to the forms and ceremonies of worship, the endowment of the church, and the support of the clergy.

It was with a kiss that Judas betrayed his Divine Master; and we should all be admonished—no matter what our faith may be—that the rights of conscience cannot be so successfully assailed as under the pretext of holiness. The Christian religion made its way into the world in opposition to all human Governments. Banishment, tortures, and death were inflicted in vain to stop its progress. But many of its professors, as soon as clothed with political power, lost the meek spirit which their creed inculcated, and began to inflict on other religions, and on dissenting sects of their own religion, persecutions more aggravated than those which their own apostles had endured. The ten persecutions of pagan emperors were exceeded in atrocity by the massacres and murders perpetrated by Christian hands; and in vain shall we examine the records of imperial tyranny for an engine of cruelty equal to the *holy inquisition*. Every religious sect, however meek in its origin, commenced the work of persecution as soon as it acquired political power. The framers of the constitution recognised the eternal principle that man's relation with his God is above human legislation, and his rights of conscience inalienable. Reasoning was not necessary to establish this truth; we are conscious of it in our own bosoms. It is this consciousness which, in defiance of human laws, has sustained so many martyrs in tortures and in flames. They felt that their duty to God was superior to human enactments, and that man could exercise no authority over their consciences. It is an inborn principle which nothing can eradicate.

The bigot, in the pride of his authority, may lose sight of it; but, strip him of his power, prescribe a faith to him which his conscience rejects, threaten him in turn with the dungeon and the faggot, and the spirit which God has implanted in him rises up in rebellion, and defies you. Did the primitive Christians ask that Government should recognise and observe their religious institutions? All they asked was *toleration*; all they complained of was persecution. What did the Protestants of Germany, or the Huguenots of France, ask of their Catholic superiors? *Toleration*. What do the persecuted Catholics of Ireland ask of their oppressors? *Toleration*.

Do not all men in this country enjoy every religious right which martyrs and saints ever asked? Whence, then, the voice of complaint? Who is it that, in the full enjoyment of every principle which human laws can secure, wishes to arrest a portion of these principles from his neighbor? Do the petitioners allege that they cannot conscientiously participate in the profits of the mail contracts and post offices, because the mail is carried on Sunday? If this be their motive, then it is worldly gain which stimulates to action, and not virtue or religion. Do they complain that men less conscientious in relation to the Sabbath obtain advantages over them by receiving their letters and attending to their contents? Still their motive is worldly and selfish. But if their motive be to induce Congress to sanction, by law, their *religious opinions and observances*, then their efforts ought to be resisted as in their tendency fatal both to religious and political freedom. Why have the petitioners confined their prayer to the mails? Why have they not requested that the Government be required to suspend *all* its executive functions on that day? Why do they not require us to enact that our ships shall not sail; that our armies shall not march; that officers of justice shall not seize the suspected, or guard the convicted? They seem to forget that government is as necessary on Sunday as on any other day of the week. The Spirit of Evil does not rest on that day. It is the Government, ever active in its functions, which enables us all, even the petitioners, to worship in our churches in peace. Our Government furnishes very few blessings like our mails. They bear from the centre of our republic to its distant extremes the acts of our legislative bodies, the decisions of the Judiciary, and the orders of the Executive. Their speed is often essential to the defence of the country, the suppression of crime, and the dearest interests of the people. Were they suppressed one day of the week, their absence must be often supplied by public express; and, besides, while the mail bags might rest, the mail coaches would pursue their journey with the passengers. The mail bears, from one extreme of the Union to the other, letters of relatives and friends, preserving a communion of heart between those far separated, and increasing the most pure and refined pleasures of our existence; also, the letters of commercial men convey the state of the markets, prevent ruinous speculations, and promote general as well as individual interest; they bear innumerable religious letters, newspapers, magazines, and tracts, which reach almost every house throughout this wide republic. Is the conveyance of these a violation of the Sabbath? The advance of the human race in intelligence, in virtue, and religion itself, depends, in part, upon the speed with which a knowledge of the past is disseminated. Without an interchange between one country and another, and between different sections of the same country, every improvement in moral or political science, and the arts of life, would be confined to the neighborhood where it originated. The more rapid and the more frequent this interchange, the more rapid will be the march of intellect and the progress of improvement. The mail is the chief means by which intellectual light irradiates to the extremes of the republic. Stop it one day in seven, and you retard one-seventh the advancement of our country. So far from stopping the mail on Sunday, the committee would recommend the use of all reasonable means to give it a greater expedition and a greater extension. What would be the elevation of our country if every new conception could be made to strike every mind in the Union at the same time? It is not the distance of a Province or State from the seat of Government which endangers its separation; but it is the difficulty and infrequency of intercourse between them. Our mails reach Missouri and Arkansas in less time than they reached Kentucky and Ohio in the infancy of their settlements; and now, when there are three millions of people extending a thousand miles west of the Allegheny, we hear less of discontent than when there were a few thousands scattered along their western base.

To stop the mails one day in seven would be to thrust the whole western country, and other distant parts of this republic, one day's journey from the seat of Government. But, were it expedient to put an end to the transmission of letters and newspapers on Sunday because it violates the law of God, have not the petitioners begun wrong in their efforts? If the arm of Government be necessary to compel men to respect and obey the laws of God, do not the State Governments possess infinitely more power in this respect? Let the petitioners turn to *them*, and see if they can induce the passage of laws to respect the observance of the Sabbath; for, if it be sinful for the mail to carry letters on Sunday, it must be equally sinful for individuals to write, carry, receive, or read them. It would seem to require that these acts should be made penal, to complete the system. Travelling on business or recreation, except to and from church; all printing, carrying, receiving, and reading of newspapers; all conversations and social intercourse, except upon religious subjects, must necessarily be punished to suppress the evil. Would it not also follow, as an inevitable consequence, that every man, woman, and child should be compelled to attend meeting? And, as only one sect, in the opinion of some, can be deemed orthodox, must it not be determined by law which *that* is, and compel all to hear those teachers, and contribute to their support? If minor punishments would not restrain the Jew, or the Sabbatarian, or the infidel, who believes Saturday to be the Sabbath, or disbelieves the whole, would not the same system require that we should resort to imprisonment, banishment, the rack, and the faggot, to force men to

violate their own consciences, or compel them to listen to doctrines which they abhor? When the State Governments shall have yielded to these measures, it will be time enough for Congress to declare that the rattling of the mail coaches shall no longer break the silence of this despotism. It is the duty of this Government to afford to *all*—to Jew or Gentile, Pagan or Christian, the protection and the advantages of our benignant institutions on *Sunday* as well as every day of the week. Although this Government will not convert itself into an ecclesiastical tribunal, it will practise upon the maxim laid down by the founder of Christianity—that it is lawful to *do good* on the Sabbath day. If the Almighty has set apart the first day of the week as a time which man is bound to keep holy, and devote exclusively to his worship, would it not be more congenial to the precepts of Christians to appeal exclusively to the Great Lawgiver of the universe to aid them in making men better—in correcting their practices, by purifying their hearts? Government will protect them in their efforts. When they shall have so instructed the public mind, and awakened the consciences of individuals as to make them believe that it is a violation of God's law to carry the mail, open post offices, or receive letters on Sunday, the evil of which they complain will cease of itself, without any exertion of the strong arm of civil power. When man undertakes to be God's avenger, he becomes a demon. Driven by the frenzy of a religious zeal, he loses every gentle feeling, forgets the most sacred precepts of his creed, and becomes ferocious and unrelenting.

Our fathers did not wait to be oppressed when the mother country asserted and exercised an unconstitutional power over them. To have acquiesced in the tax of three pence upon a pound of tea, would have led the way to the most cruel exactions; they took a bold stand against the principle, and liberty and independence was the result. The petitioners have not requested Congress to suppress Sunday mails upon the ground of political expediency, but because they violate the sanctity of the first day of the week.

This being the fact, and the petitioners having indignantly disclaimed even the wish to unite politics and religion, may not the committee reasonably cherish the hope that they will feel reconciled to its decision in the case; especially as it is also a fact that the counter-memorials, equally respectable, oppose the interference of Congress upon the ground that it would be legislating upon a religious subject, and therefore unconstitutional?

Resolved, That the committee be discharged from the further consideration of the subject.

MARCH 5, 1830.

Mr. McCREERY, from the Committee on the Post Office and Post Roads, to whom were referred sundry memorials and petitions upon the subject of transporting and opening the public mail on the Sabbath day, submitted the following as his view of the subject:

All Christian nations acknowledge the first day of the week to be the Sabbath. Almost every State in this Union has, by positive legislation, not only recognised this day as sacred, but has forbidden its profanation under penalties imposed by law.

It was never considered by any of those States as an encroachment upon the rights of conscience, or as an improper interference with the opinions of the few, to guard the sacredness of that portion of time acknowledged to be holy by the many.

The petitioners ask not Congress to expound the moral law; they ask not Congress to meddle with theological controversies, much less to interfere with the rights of the Jew or the Sabbatarian, or to treat with the least disrespect the religious feelings of any portion of the inhabitants of the Union; they ask the introduction of no religious coercion into our civil institutions; no blending of religion and civil affairs; but they do ask that the agents of Government, employed in the Post Office Department, may be permitted to enjoy the same opportunities of attending to moral and religious instruction or intellectual improvement on that day which is enjoyed by the rest of their fellow-citizens. They approach the Government, not for personal emolument, but as patriots and Christians, to express their high sense of the moral energy and necessity of the Sabbath for the perpetuity of our republican institutions, and respectfully request that Congress will not, by legislative enactments, impair those energies.

Among the many reasons which might be advanced that it is both expedient and a duty to grant the prayer of the petitioners, the following only are submitted:

The petitioners ask the enactment of no law establishing the first day of the week as the Christian Sabbath; they only ask the extension and application to one Department of Government a principle which is recognised, and has, since the foundation of our Government, been acknowledged in every other Department. The principle embraced in the petitions has been recognised by Congress, by adjourning over the first day of the week. At the first session of the first Congress a law was passed establishing judicial courts, and in that law Sunday is excepted from the days on which that court may commence its sessions. All the other Executive Departments of Government are closed on that day. Congress has never, by this, considered itself as expounding the moral law, or as introducing any religious coercion into our civil institutions, or making any innovations on the religious rights of the citizens, or settling by legislation any theological question that may exist between Jews, Sabbatarians, and other denominations. The good of society requires the strict observance of one day in seven. Paley, and other writers on moral philosophy, have shown that the resting of men every seventh day; their winding up their labors and concerns once in seven days; their abstraction from the affairs of the world, to improve their minds and converse with their Makers; their orderly attendance upon the ordinances of public worship and instruction have a direct and powerful tendency to improve the morals and temporal happiness of mankind.

The wise and good Ruler of the universe made the appointment, not by a mere arbitrary exercise of authority, but for our good; and, whatever difference of opinion may exist in respect to the proper day to be observed, almost all agree that one day in seven should be devoted to religious exercises. That being admitted, can any thing be more reasonable than the request of the petitioners, that at least so much of the law should be repealed as requires the post offices to be kept open every day of the week. Does not the enactment of that law plainly imply that mankind is under no moral obligation to refrain from secular labor on any day of the week? Is it not in direct opposition to the received opinion of almost all professing Christians? It is to that part of the law, more particularly, which requires, in terms, all the postmasters throughout the United States to deliver letters, packets, and papers on every day of the week, to which the minority of your committee object, and which is most offensive to the petitioners. In this statute is at once seen a palpable encroachment on the rights of conscience. It either drives every man who feels himself morally bound to observe the Sabbath in a religious manner from the service of his country, and equal participation in her favors, or subjects him to the hard terms of remaining in office at the expense of his principles. It is freely acknowledged that the works of necessity and mercy are not forbidden; and if the transportation of the mail on Sunday could be justified on that ground, (which is not admitted,) it cannot be contended that the keeping open offices where no mail arrives on that day is the work of necessity.

The arguments which have been urged for the transportation of the mail, &c. on the Sabbath are mainly derived from commercial convenience, and from alleged derangement of business and intercourse. This doctrine militates against the first principles of good morals. If these are important at all, they are paramount to the claims of expediency; but this plea makes them subservient to the pressure of worldly business, and converts them into mere questions of profit and loss.

Granting the prayer of the petitioners cannot interfere with the religious feelings or consciences of any portion of the citizens, because they ask no service to be performed, no principle to be professed. It is only asked that certain duties be not required on a certain day. Were it imposing any service, or requiring the profession of any opinions, those whose religious sentiments were different might justly complain. But he who conscientiously believes that he is bound to observe the seventh day of the week in a religious manner can have no just reason to complain, because Government takes nothing from him in permitting all classes of citizens to observe the first day of the week as a day of religious rest. The case would be quite different, did the privilege of resting on that day impose any thing on any class of citizens contrary to their conscience. Therefore,

Resolved, That it is expedient to grant the prayer of the petitioners.

WM. McCREERY.

[The following memorials pray a repeal of the law authorizing the mail to be transported on Sunday.]

To the honorable the Senate and House of Representatives of the United States of America: The memorial of the subscribers, inhabitants of Newark, in the county of Essex, and State of New Jersey, respectfully sheweth:

That your memorialists conscientiously believe that the people of these United States, in their national capacity and character, constitute a Christian nation. If a Christian nation, then our Government is a Christian Government, a Government formed and established by Christians, and therefore bound by the word of God, not at liberty to contravene his laws, nor to act irrespectively of the obligations we owe to Him. That the Government of the United States was formed under the influence of Christian principles, is most emphatically proved by the protection it secures to the right of conscience in matters of religion, and in denying to Congress the power of passing any law prohibiting the free exercise thereof. It was, as your memorialists verily believe, the benign influence of the Christian religion that dictated this salutary provision—a provision that at once secures to every man the free exercise of his religious opinions, and forever places the high claims of Christianity beyond the reach or control of the secular power. This is as it should be, and as your memorialists hope and pray it ever will be; for nothing would they deprecate more than the exercise of any governmental power or influence either in favor of or against any sect or denomination of Christians. And yet it is just such an influence, (indirectly, at least,) exercised by Congress, of which your memorialists would respectfully complain. Should your honorable body pass a law, saying that no man shall be concerned in the transportation of the mail, or be the keeper of a post office, who did not religiously observe the Christian Sabbath, would it not be a flagrant violation of the constitution, and justly excite the cry of religious persecution? But when Congress pass a law requiring the secular concerns of Government to be transacted on the Christian Sabbath, do they not, in effect, say to the people, You must give up your religious notions about the sanctity of the Sabbath, or you shall have no share in the honors or emoluments of office? When the laws of the United States require the mail to be transported, and the post offices to be opened, on the Christian Sabbath, do not those laws, in their spirit and power, exclude from any share in that department of public service every conscientious believer in the sanctity of that day? Is it not, in effect, saying to every man, religiously believing himself bound to keep holy the Sabbath day, that he shall not enjoy the privileges common to American citizens, unless he will abandon his religious opinions, or do violence to his conscience? And is not this, then, a law “prohibiting” or, at least, greatly interfering “with the free exercise of religion?” Must not a Christian postmaster either abandon his religion or his office? and is this religious liberty? Your memorialists respectfully conceive that that alone is “religious liberty” which permits a man, in perfect consistency with his religious feelings, to enjoy all the rights, privileges, and immunities of an American citizen; and, among those rights, is that of serving his country in any situation in the Post Office Department for which his talents and integrity may qualify him. But your memorialists cannot conceive, if conscientiously religious men may be excluded from that department of Government, by requiring from them services incompatible with their religion, why they may not be excluded from every other post of honor or profit, by a like system of indirect legislative prohibition. This would be a system of religious proscription, instead of religious liberty. Require all your public officers to profane the Sabbath by the discharge of secular duties on that day, and you effectually proscribe and banish from your employment every consistent and conscientious believer in the sanctity of the Sabbath. Competent and faithful men may indeed be found to transact public business, who do not care for the Christian Sabbath; but they then will become the favored few, while the friends of the Sabbath will be politically degraded, proscribed, and oppressed!

Your memorialists have said we are a Christian nation. This assertion is founded not only on the admitted fact that a vast majority—nay, the great mass of Americans—were, at the formation of our Government, and still are, at least nominally, Christians; but your memorialists appeal to the constitution itself, as containing the most unequivocal evidence that it was framed by Christians, and adopted for their government. That noble instrument concludes with these words: “Done in convention, by the unanimous consent of the States present, the 17th day of September, in the year of our Lord 1787;” and who was then “our Lord,” but he who has declared himself to be the Lord of the Sabbath?

Your memorialists are aware that there are Christians who religiously observe the seventh day as the Christian Sabbath. But this is no objection to such a course of legislation as shall respect and leave unappropriated to secular concerns *one day out of seven*. If the question is which day shall be thus distinguished, your memorialists would respectfully answer, that day designated by the constitution as the Christian Sabbath; or, in other words, as the Sabbath of the American nation. In the seventh section of the first article of our constitution, your memorialists find that “Sunday” is expressly excepted out of the number of days allowed to the President for the consideration of the laws of Congress. And why was “Sunday” thus excepted, but because it was considered by the framers of the constitution as the Christian Sabbath? And why, your memorialists would respectfully ask, are our judicial tribunals, our legislative halls, our offices for public business, all closed on that day?—why, but because, by the general assent of the American nation, the first day of the week is the Christian Sabbath? Your memorialists do not ask a legislative act, or any governmental declaration that Sunday shall be kept holy; they only ask that the existing laws requiring any part of that day to be appropriated to secular business in the Post Office Department, in time of peace, may be repealed. And your memorialists will ever pray, &c.

DECEMBER 10, 1829.

To the honorable the Congress of the United States of America: The memorial of the subscribers, citizens of North Carolina, respectfully represents:

That, in a Christian community, where all the chartered rights and political institutions, as well as the legislative provisions of the country, recognise the authority of the Christian religion, your memorialists deem it unnecessary to employ any reasoning to prove that Sabbath breaking is sinful. They beg leave, therefore, in the exercise of a constitutional right, and under the influence no less of a patriotic than of a moral sense of duty, with great deference and respect, to remonstrate against the transportation of the public mails, and against post office duties, on the holy Sabbath.

The practice of thus violating one of the express commands of God having the sanction of the constituted authorities of the Government assumes a national character, and may be justly called a national sin—the awful consequences of which are so often detailed in the sacred volume.

That the labor here complained of is a profanation of the Lord’s day, none, it is believed, will deny, unless there be found in it some overruling necessity to constitute an exception to the Divine mandate. But your memorialists can perceive no compulsion or indispensable need for such labor; without it, all classes of the community would enjoy equal rights; and the Government, it is submitted, would experience no real inconvenience. To put a stop to this practice is not to impose restraint on the rights of any, but rather to remove a restraint which is grievous to many: it is to give liberty to all to enjoy the rest and privileges of that sacred day; and to terminate a practice, the example of which your memorialists humbly conceive to be injurious to the morals of the people. Indeed, it will hardly be contended now, by any one, that there is an *absolute necessity* for this labor; the question seems to rest altogether on the expediency of the measure. And shall mere human expediency make void the law of God? God forbid! The great Apostle, to whom “all things were lawful,” held it not expedient to violate the law. There is safety in keeping the commands of God; to depart from them is unwise and highly perilous.

By the observance or profanation of the Sabbath, the standard of morals is regulated in every Christian land; and, in proportion as Christian morals prevail, the people are happy and the country prosperous; and if the bond of union which holds our beloved country together is ever dissolved, (which may Heaven avert!) it will be by first throwing off all religious and moral restraints. Religious intolerance and persecution, demons of sectarian bigotry, have indeed stained the fair escutcheons of a religious profession, and drenched the earth with the innocent blood of millions;

but the pure and benevolent principles of the peace-speaking Gospel of grace never have wronged any man. No nation has ever suffered by cherishing the spirit of Christ; but many have been ruined by giving place to a contrary spirit.

Your memorialists desire to be distinctly understood: they would not betray the monstrous absurdity of praying your honorable body to *determine* the Sabbath; that is already determined by a power infinitely higher than any earthly potentate. Nor would they invade the rights of any individuals; on the contrary, they sincerely wish to see the rights, civil and religious, of all classes of the community, secured to them according to the true spirit of the constitution. They hold it as a political axiom, in a land of free republican institutions, that no man shall be disfranchised from office by impositions of duty incompatible with the honest dictates of his conscience. Hence, to require a man to labor on the Sabbath under the Post Office establishment, against his conscience, is to lay on him the necessity either of committing sin, or of losing his support; and while many regard such an imposition as no restraint, others, entertaining a different view, may choose to deny themselves the earthly gain at such a cost, and enjoy the rest of that holy day.

Your memorialists would cautiously guard against all extremes; they are aware that exceptions to a general rule prove the rule; and they admit that the divine rule of keeping the Sabbath has exceptions; they only wish, therefore, to see a plain, practical, common sense fulfilment of it. It is indeed important, in their view, that all men in power should act under a becoming sense of their dependence on God; for, "except the Lord keep the city, the watchman waketh but in vain." But in your honorable body, your memorialists trust they have this guaranty.

Your memorialists solemnly protest against the union of church and state, and against all legislation which might lead to it; they would deprecate such a union as the death-blow to the liberties of their beloved country. But they apprehend no danger; all the public institutions of the country and the united voice of the people are opposed to it; and not until the utter prostration of that fair political fabric, which has cost so much blood and treasure, and is the result of so much toil and wisdom; not until the savour of the Gospel shall have spent its influence in the land, and the people are prepared by some dire fatality for self-immolation, can this political hydra show his deformity in this land. But while it is prudent to guard against the possibility of such an evil, it would seem to be the dictate of wisdom to guard also against the other extreme. It would be too much to say (and it is now too late to say it) that there shall be no legislative sanctions to enforce the laws of God; the statute book of the nation furnishes too many instances of such sanctions, now to call in question the right. And if, in copying the laws of God, your honorable body can say (without approaching the awful whirlpool of church and state) that murder is a crime, and shall be punished with death, where, your memorialists would respectfully ask, is the danger in saying, after the same example, that the violation of the Christian Sabbath is a sin, and ought not be countenanced? But, in truth, the subject-matter of this memorial does not involve the question of church and state, but of *morality* and state. And in such a union as the latter, your memorialists, and your honorable body, and all the people, would have much cause to rejoice.

Your memorialists, with these views and impressions, humbly pray that the burden herein stated may be removed by a suitable legislative provision. And your memorialists, as in duty bound, will ever pray.

DECEMBER, 1829.

To the honorable the Senate and House of Representatives of the United States in Congress assembled:

The undersigned, inhabitants of the county of Williamson, and others, in the State of Tennessee, beg leave, respectfully and freely, to express their deep conviction that, while as a nation we continue by authority of law to transport our mail and open our post offices on the Sabbath day, we violate the law of God, provoke his displeasure, and inflict incalculable evil on our country. We usurp powers of the General Government to disturb the Sabbath's rest which the States have never granted; and we interfere with their constant use of powers to protect its rest which they have reserved to themselves. We brand our national character with a dishonorable inconsistency; virtually declaring it is from no regard to the authority of the Most High that we suspend, on the Sabbath, our legislative and judicial business. We drive conscientious men from the faithful service of their country in the Post Office Department and its dependencies; and, at the same time, give a premium to other characters to occupy their places. We entice thousands of our citizens from their duty to God, to their families, to society, and their own souls, on the Sabbath, to work for unlawful gain, or to amuse themselves and their acquaintances with the news just brought from a distance by the Sabbath's mail. We assume jurisdiction over religious concerns, in opposition to the genius of our free and tolerant constitution, and to our own profession; and, under the plea of avoiding a religious establishment, which no man asks for, and which the truly religious would most deplore, we make an irreligious establishment against the authority and observance of the whole decalogue; for, to offend deliberately in one point is to be guilty of all. Thus we spread a disastrous influence over our numerous population throughout the whole land; we entail a bitter experience of its direful effects upon the next generation; and tempt the God of the Sabbath to send down his fearful judgments upon our rising nation, without delay and without cessation.

In doing all this, we sin against light. Neither the people in general, nor those who represent them, are at liberty to plead ignorance. We all know, or may know, that the decalogue is the permanent moral law of the Almighty Ruler of nations in his uncontrollable government over us; that the four commandments which point out our duty to God lie at the foundation of the six which point out our duty to men; that the fourth, which requires our keeping holy to the Lord one day in seven, is as sacred and perpetual as any of the ten; and that, with the change of the mere day, clearly evidenced by the example and authority of Christ, his inspired apostles, and his primitive church, it fastens its solemn obligation upon the present inhabitants of the earth, without any more perplexity from a change of circumstances than either of the other nine, and is, in its essential nature, as unchangeable as any; always requiring one day in seven as a day of holy rest from worldly labor, and of special devotion to the great Author of all our blessings and of all our obligations. On its faithful observance, in every community favored with it, depends the prospect that the people will understand, love, and obey the other precepts of the decalogue; or that they will even be restrained from the most lawless and destructive immorality.

In the infinite benignity of the Deity, the Sabbath was made for man—for all mankind. It consults their best interests for time and eternity. It communicates their most important information. It originates and cherishes their best affections. It imparts the happiest direction to their moral conduct in all the relations of public and private life. It supplies the only adequate cement to human society. It controls the wicked, and protects the good. It is the anchor of the nation's safety and prosperity. Loose its moorings, and you involve millions in the consequent shipwreck. While God visits our world in mercy, it will be a sign and a witness between him and men how they feel and conduct towards each other. Sanctified by any people to its proper use, it will bring upon them a blessing in its train; or profaned, a curse; and such a blessing, or such a curse, as shall comport with the majesty of its Almighty Lord, and the importance he attaches to this signal institution. The united testimony of prophecy, history, and observation confirms this anticipation.

Hence it is manifest that, by the transportation of the mail and the opening of the post offices, by law, on the Sabbath, we make an incalculable sacrifice of principle, character, blessing, and prospect; while we are supported by no plea of necessity or mercy, and by no better than that of mere temporal convenience and worldly gain.

Your memorialists would, therefore, respectfully ask that Congress would determine by law to have all the post office business and mail transportation done on the six days on which God allows us to labor and do all our work. And your memorialists, as in duty bound, will ever pray.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: The memorial of the undersigned, citizens of Philadelphia, in the State of Pennsylvania, respectfully sheweth:

That your memorialists, on long and serious deliberation, are impressed with the conviction that the best interests of our common country loudly call for the repeal, by Congress, of so much of the existing Post Office law as requires the regular transmission of the public mail throughout the United States, and the opening of the post offices, on the first day of the week, commonly called Sunday.

Your memorialists beg leave briefly to state the grounds on which they entertain the conviction that the law in question ought to be amended.

1. Because they view one of its present provisions as directly opposed to the law of God, expressed in the fourth precept of the sacred decalogue, and as thereby exposing our nation to the just judgments of the righteous Sovereign of the Universe. Your memorialists have no doubt that a large proportion of the population of the United States are with them in the opinion that, in the point contemplated, the law of God and the law of our country stand in opposition to each other. They waive, therefore, all reasoning on the rectitude of this opinion—reasoning which, in proper time and place, they would have no inclination to avoid—and respectfully appeal to Congress, whether sentiments so extensive, and so deep and solemn as are those which are entertained on this subject, ought not to be very seriously regarded by the representatives of the people. In asking for such a regard, your memorialists do not consider themselves as requesting Congress to legislate—or, at least, not to legislate *in the first instance*—on the subject of religion. Lamenting that such legislation has already, in their apprehension, taken place in fact, they declare that their utmost wish would be gratified if Congress would undo what, in this particular, they conscientiously think has been done amiss; and forever thereafter leave this, and every other subject of religion, untouched in the national legislation. Your memorialists yield to none of their fellow-citizens in an honest and entire aversion to any union of church and state; believing that such union would be pernicious to both church and state, as well as a manifest violation of the federal compact: But—

2. Your memorialists cannot but think that the enactment of which they pray the repeal is a virtual infraction of the constitution of the United States, and they ask no more than a restoration of its integrity. That constitution assures to all the citizens of the republic entire religious freedom and equal rights. But there are many of our fellow-citizens who cannot, in conscience, act under the law which requires the transportation of the mail, and the opening for business of the post offices, on the day which they believe has been consecrated by their Maker to a holy rest, and on which all servile labor is, in ordinary circumstances, explicitly prohibited. This large class of citizens—not, we humbly conceive, the least worthy of regard—are absolutely excluded, in consequence of their religious opinions, from nearly all the employments, offices, and emoluments appertaining to the Post Office establishment. A religious, or rather an irreligious, test appears to your memorialists to be in this case imposed, and equal rights to be plainly and injuriously denied to a large portion of the community.

3. In another particular, your memorialists apprehend that the part of the law for the repeal of which they petition is inconsistent with the federal constitution. That instrument declares that the powers not expressly given therein are reserved to the several States or the confederacy, or to the people. Now, we believe that nearly all, if not the whole, of the confederating States, at the time they adopted the federal constitution, had laws in existence, and which still exist, explicitly prohibiting such acts as constantly take place in the conveyance of the mail, and the transaction of business at the post offices on Sunday; nor has the power of repealing these laws ever been surrendered to the Federal Legislature. Yet they are in effect repealed; for they are completely set aside by that part of the Post Office law to which your memorialists refer. The example, moreover, which is every week exhibited of a total disregard to the day of sacred rest, in the travelling of the mail under the countenance of a national act, is of more pernicious influence than can easily be set forth. It renders impracticable the effectual execution of any of the State laws by which a due observance of the Lord's day is enjoined; so that the utter disregard and desecration of that day seems likely soon to ensue, if the example which has been, and still is, a principal cause of the evil shall not be withdrawn.

4. Your memorialists cannot but think that an invidious difference exists at present between the arrangements which relate to the Post Office, and those of all the other Departments of the General Government. In the federal constitution itself, (art. 1, sec. 7.) Sunday is expressly excepted from being reckoned in the ten days allowed to the President to deliberate on the laws submitted to him for approbation. All the courts of law throughout the land, and all judicial proceedings whatsoever, are intermitted; and Congress, as well as the Legislatures of the several States, regularly adjourn their sittings from the day that precedes to that which follows Sunday. From this, it seems palpably evident to your memorialists, that not only the entire and approved usage of our country, but the opinions and feelings of the people at large, are in favor of regarding Sunday as a day to be exempted publicly, as well as privately, from common secular business. And why, let your memorialists be permitted to ask, should the numerous individuals employed in the Post Office Department be deprived, as they are, of the rest and the other privileges which their fellow-citizens of all descriptions enjoy, by the suspension of their ordinary engagements for one day in seven? No necessity or sufficient cause for this peculiarity, your memorialists are persuaded, can be assigned, even if the paramount consideration of the sacredness of the day should be left out of view. It is readily admitted that there may be emergencies of a public kind, as there are incidents in private life, which will justify and call for secular labor on Sunday; and the sending of a special mail by express on such occasions would be free from all objection. This, and no more than this, was, it is believed, the usage during the revolutionary war of our country; when, if ever, a regular mail on Sunday would have been necessary. This, also, or a usage equivalent to this, is that which obtains in the country from which our population, laws, and habits of life, have mostly been derived—a country the most commercial in the world, and oftener and longer, perhaps, than any other engaged in war. This, too, was, for several years, the usage under the Federal Government; and we verily believe the usage was changed more by oversight than by design, in framing the Post Office law as it now exists. It is, your memorialists distinctly state, not against an *extraordinary*, but against the *ordinary* transmission of the mail on Sunday, that they remonstrate. Some of your memorialists have been extensively engaged in commerce, and their own experience and observation satisfy them that no commercial interests would really suffer if there were a known and legal prohibition of the transportation of the mail and the delivery of letters from the post offices on the Lord's day.

5. Finally, your memorialists are under the solemn conviction that the preservation of all our free institutions in their purity and integrity, if not in their very existence, is deeply involved in this subject. No maxim in politics is better established than that virtue and good morals are the only basis on which free government can permanently rest; and no truth is more clear or important than that which was inculcated in the farewell address of the Father of his country—that morality cannot be preserved without religion; and to this it may, with truth as unquestionable, be added, that, without a Sabbath, a day of sacred rest, religion cannot be maintained in an extensive community. Do we then ask that Congress should interpose to maintain it? No; we repeat that we only ask that Congress may not permit the law of the United States to destroy it. We entreat that the law of our country may not be permitted to undermine and prostrate the palladium of its freedom. On this ground, we believe that an answer, which ought to be entirely satisfactory, may be made to the only specious objection we have ever heard to the subject of our memorial, namely, that there are religious sects in our country who observe another day for rest from labor, and for the purpose of public religious worship, than the first day of the week; and that the privileges of those who belong to these sects would be abridged by the change your memorialists ask for in the Post Office law. To this we reply, that the sects in question, equally with your memorialists, admit that one day in seven ought to be religiously observed; and we doubt not they will also admit that it is hopeless, if not improper, to look for a national recognition of more than one day for this purpose. Which, then, should be the day? Should it be that which is already observed by ninety-nine hundredths of the community, or that which would best suit the small remainder? The answer is too obvious to require expression. But we may be allowed to add, and we do it with the utmost sincerity, that so thoroughly are we persuaded that the religion, morals, and liberties of our country are indissolubly linked together, and that the whole are so intimately connected with the due observance in this country of what we call the Christian Sabbath,

that could we, with the retention of these sentiments, become Sabbatharians, Jews, or Deists, we would still unite in petitioning for the amendment of the law which is the subject and prayer of this memorial. Viewing a day of sacred rest as indispensable to all that is most precious in our social relations, and seeing that all individuals could not be fully accommodated, we would yield our convenience most cheerfully to that of a vast majority, and join with them in earnestly praying that objects so invaluable, both to us and to them, might not be sacrificed, because their preservation would be attended with a slight disadvantage to ourselves. We would call to mind that, without a set season for the purpose, there would be no stated and public commemoration of the authority of the Supreme Ruler of the Universe; no celebration of that worship which impresses on the popular mind the remembrance of His all-seeing eye; and no feeling, consequently, of the responsibility which all men owe to Him—sanctioned by a retribution of reward or punishment, to be realized beyond the grave. And, in the absence of these, we would consider that all sense of moral obligation, and of course all hold on the consciences of men, would speedily vanish; and that vice and disorder, in every form and degree, would come in like a flood, sweeping from their very foundations all our free institutions, and leaving in their place, if any thing were left, an odious tyranny, worse than a state of nature itself. This, it will be recollected, is not a mere picture of the fancy; it is little else than the recital of an experiment, which, within the memory of the living, has actually been tried in Europe. And ought not the result to prove a warning to the world?

Your memorialists do, therefore, most earnestly beseech of Congress, by a regard to the command of God, and a just fear of his righteous judgments; by a regard to the constitution of the United States, under which they act; by a regard to the consciences and rights of a large portion of their constituents; and by a desire to preserve principles and institutions which sustain the whole fabric of our freedom and social happiness: by all these weighty considerations, your memorialists most earnestly and respectfully pray that so much of the existing Post Office law as requires the regular transportation of the mail, and the delivery of letters from the post offices, on Sunday, may be speedily repealed.

To the Senate and House of Representatives of the United States in Congress assembled: The undersigned memorialists, citizens of the State of Kentucky, would respectfully and earnestly represent:

That we avail ourselves of the privilege secured by the constitution to petition for a redress of grievances; and the grievance of which we complain is the national violation of the day esteemed by Christians the Sabbath, or Lord's day, which, in their opinion, ought to be kept as a day of rest, and in which no servile work ought to be performed. The violation alluded to arises, first, from the discretionary power vested by act of Congress in the Postmaster General to direct the travelling or carriage of the mails on any day which he may direct, the Sabbath not excepted; and under that discretion the mails are actually transported on the Sabbath; and, secondly, from an express direction, in the same act of Congress, given to postmasters to keep their offices open every day in the week.

Your petitioners will not attempt to discuss the moral obligation of the Sabbath arising from the law of God. We think this sufficiently evident to any who will read this law, and the force of the precept has been clearly demonstrated by writers who have attempted to discuss the subject. We do not waive the discussion of this question from a conviction of the truth of the hypothesis that legislators ought not to decide questions arising out of the divine law; and even if we should concede the correctness of that position, we see in the concession a clear argument in favor of our request: for if legislators cannot decide questions arising out of the law of God, certainly it does not become them to decide that carrying the mails on the Sabbath, and keeping open post offices on that day, is no crime, when tested by that law; and yet such is the decision of which your memorialists complain.

It is sufficient for the purpose of your memorialists that the fact exists of abstinence from labor on the Sabbath in all countries where Christianity or civilization has prevailed, and that the day has been recognised and respected in every Government in such countries, and almost every code of human laws there adopted has acknowledged the sanctity of the day. The example of the Government, whose organs we address, can be quoted on this subject. Congress cease from their deliberations, courts adjourn, and the President and all the Executive Departments close their offices on that day, except that portion of executive power placed under the Postmaster General, which, contrary to the general rule, is on that day in busy operation. To open all these offices, and to set all these Departments to the exercise of their duties on the Sabbath, would be resisted by the sense of the American people; and your memorialists cannot see that the exception alluded to, as practised, is any better in principle than such conjoint labor would be in every Department.

Your memorialists protest against the States supporting, aiding, or being united to the church; and they also protest against the civil power being used to trample down or persecute the church, or to weaken and destroy one church duty. The constitution of the nation wisely restrains Congress from establishing religion, or prohibiting the free exercise thereof; and it is a prohibition of such free exercise of which we complain. We know Congress cannot, and ought not, to enforce the duties of the Sabbath. We ask them not to do this; but we ask them to keep their hands from pulling down, destroying, and disregarding a day, the duties of which are established by another and infinitely superior power. It is no act of positive legislation in favor of the Sabbath, or any other religious duty, that we solicit. We ask the National Legislature to act negatively; to retire from this controversy, and to repeal a law which has violated what is admitted by Christians to be a religious duty.

Your memorialists plead that respect which is due to Bible duties, in all Christian communities, as a sufficient argument to induce the Government to abstain from Sabbath violations. Other countries in Christendom respect the day, even with their mail intercourse; and we regret that our own Government is, in this respect, almost a solitary exception to the practice of suspension from Sabbath labor. A question of policy, and one affecting deeply the sovereignty of the State Governments, is involved in this request. The State Governments may, if their constitutions allow, establish religion, and enforce its duties. To the credit of all, they have refused to do so; but still, in almost all, if not every State code, the Sabbath is recognised, and penalties inflicted on its breach; and civil process, if executed on that day, or judicial acts then done, are void; and even in the constitution itself of the State of Vermont the Sabbath is expressly named and preserved inviolate.

Now, your memorialists would urge the impropriety of Congress expressly authorizing acts to be done on the Sabbath which violate all these State codes. Can Congress, by one or two sentences in regulating her Post Office Department, virtually repeal and annul all these State laws? If they come into collision, which is to yield? If the State officer, in execution of a State law, stops the mail, which is forbidden by that law to travel on the State soil, will the discretion vested by act of Congress in the Postmaster General, to direct mails to travel at all hours, protect the traveller, annul the State law, and paralyze the power of the prosecuting officer? How such collisions of power between the National and State Governments ought to be decided, your memorialists do not pretend to determine. They know such collisions, whether travelling through the courts, or acting as a nucleus for political parties, are not only disagreeable, but often demoralizing, and may be dangerous, and are best avoided by the mode now solicited, to wit, a simple repeal of the act which produces the conflict. This will leave the respective States in the quiet possession of the power which they have long exercised, and no disagreeable collision can follow. One other consideration will be pressed in favor of the cause now advocated. While it is admitted that there are many citizens of this nation who disregard the Sabbath, yet there are a large number who do conscientiously regard it; and it is not admitted that the morality, integrity, or capacity of the latter class falls below that of the former. They are as capable of filling the offices of Government, or carrying on its operations, as their opponents; and they, by the law in question, are precluded, without violation of their consciences, from keeping post offices, or being employed in transporting the mails—a business that engages many citizens. Why is this privilege preserved to one class, and the other disfranchised? Why cannot all be placed on a level? As a repeal of the law, therefore, will wound the consciences of none, and restore equality among the citizens of the same Government, your memorialists earnestly solicit your honorable body to grant the repeal, and to terminate this grievous offence against the consciences of many citizens. And, as in duty bound, we will ever pray.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: The undersigned, citizens of the town and county of Alexandria, in the District of Columbia, respectfully state:

That they have, in common with many thousands of their fellow-citizens throughout the United States, witnessed with feelings of deep distress the profanation of the Sabbath, by the transmission of the mail, and opening on that day of the public post offices, as not only authorized, but commanded, by the laws of Congress.

Your memorialists regard the institution of the Sabbath as one of the most striking proofs of Divine beneficence, and as affording the only adequate means for preserving the fear of God, the sanctity of oaths, genuine personal integrity, the public morals, and our civil and political principles. Though there are too many in our land, even among those in high stations, who practically disregard the Sabbath, by making it not only a day of amusement but of business, yet there are few who would willingly see that sacred day abolished.

The friends of religion and virtue have witnessed the increase of immorality with deep regret and solicitude, and they are constrained to believe that it is in vain for the friends of good order to attempt to protect this holy day from profanation while the Government allows the mails to be carried on Sundays, and requires postmasters to deliver letters, papers, and packets "on every day in the week." We feel that we have a right to look for example to the Government of that people who have often called themselves *the most virtuous people on earth*, to hope that those whom they have clothed with power will not longer permit a practice which is continually undermining the morals, and consequently endangering the liberties, of the nation.

Your memorialists can look upon a disregard of the Sabbath in no other light than as the first step on the road to crime; and they believe, with that distinguished commentator Judge Blackstone, that the profanation of that day is an offence against God and religion. The records of the criminal courts of all nations will show that a disregard of the Sabbath and its sacred duties has been the commencement of a departure from those principles which are the best protection against crime. Moral delinquency in any country increases in a ratio with the profanation of the Sabbath. It has been said by the advocates of transporting the mail and opening it on Sunday, if this was not done, it would be violated by individuals hiring and sending expresses. This may be done, and no doubt has been done, and is still practised; yet, will the violation of the Sabbath by individuals excuse the Government of a people who call themselves Christians for giving sanction by their laws and practice to the profanation of a day set apart by the positive command of God for holy duties? With as much propriety might the Government excuse the passage of laws authorizing a violation of each of the other commandments, by pleading the practice of individuals. But the excuse of necessity is offered for this violation of the Sabbath. What is the necessity? It is nothing more than this: if the mail is not transported on Sundays, and the post offices not opened, and letters not delivered on that day, the mercantile part of the community will receive their letters one day later, and some injury may follow, either in avoiding a loss or obtaining an advantageous bargain. We readily admit occasions may exist, which, coming within the exceptions permitted by Divine authority, would excuse a relaxation of the general prohibition of labor on the Sabbath; but have they arisen, or are they likely to arise in a state of peace?

This transporting the mail on the Sabbath is a direct violation of the laws of a part, if not of all the States, prohibiting in general terms labor of any kind, except in cases of necessity and charity, on the Sabbath. In Virginia, the law imposes a fine on *any person* who shall be found laboring on a Sabbath day at his own or any other trade or calling, or shall employ his or her apprentices, servants, or slaves in labor, or other business, except in the ordinary household offices of daily necessity, or other works of necessity or charity. We do not solicit you to put a stop by police laws to private sins; but, by example, to arrest a great national sin, founded in a practice sanctioned and commanded by the Government, which practice is in opposition to the best interests of our country, to the law of a holy and merciful God, to the rights of the religious portion of the community, and even to the rights of the brute creation.

We therefore pray your honorable body so to change the laws regulating the post office establishment as, *in time of peace*, to prohibit the transportation of the mail and opening of post offices on the Sabbath, and thereby afford to that portion of our fellow-citizens, the postmasters, and their clerks, the enjoyment of that rest which is a *privilege* guaranteed to every human being by the laws of God.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: Your memorialists, inhabitants of Augusta, in the State of Maine, respectfully represent:

That no sentiment can be more remote from their political creed than that religion should be interwoven in the structure of our Government, or that any religious denomination should, by constitutional provision or statutory enactment, be entitled to peculiar privileges. Yet, in common with many of the most distinguished statesmen of our country, we are deeply impressed with the conviction that civil government and social order, especially where the sovereign power is in the people, can be permanently established only upon the basis of religious principle. We feel the value and the necessity of that influence which Christianity exerts in checking the violence of passion and the commission of crime, in promoting submission to the powers that be, and a cordial obedience to the laws, together with every other social and moral virtue. To secure this salutary influence to the community at large, your memorialists consider as indispensable a due observance of the Sabbath; for chiefly on this day, when religiously observed, is the attention of a community directed to their various duties, and to those powerful motives by which Christianity enforces them. Let the Christian Sabbath cease to be observed as a day of rest from secular labors and of devotion to the offices of religion, the influence of religious principle would soon be at an end. But public sentiment in favor of the Sabbath must be sustained and strengthened by the manifestation of respect for it in the official acts of the Government. In accordance with this opinion, the doors of the temple of justice, the halls of legislation, and of the offices of all the Departments of Government, (one only excepted,) are closed on that day. It would seem to your petitioners that the operations of the Post Office in all its branches should cease upon the Sabbath, in common with those of the other Departments, unless important and satisfactory reasons can be assigned for the difference.

No such reasons have your memorialists been able to perceive; and believing that very serious evils will result from a continuance of the present arrangement, *they do respectfully, yet earnestly, pray, not that any law may be passed to enforce the observance of the Sabbath, but that so much of the Post Office laws of the United States as requires any person to engage in secular labor on the Sabbath may be repealed.*

Is it objected to such a repeal that it would be an invasion of the rights of conscience in any portion of the community? We are not aware that the religious creed of any sect in our country *requires* them to engage in secular labor on the first day of the week. How, then, can the proposed suspension of labor on that day be an invasion of the rights of conscience? The duties of the executive, legislative, and judicial departments of the Government have always been suspended on the Sabbath. Of this suspension no citizen has complained as being an infringement of the rights of conscience. But we humbly conceive that, *as the laws now are, in relation to the transportation and opening of the mail, there is such an infringement.* Many individuals are required to do what they consider a violation of the law of God, and are prohibited "the free exercise of their religion," upon penalty of exclusion from offices of trust and profit in an important Department of Government.

Is it said that the measure requested would tend to give one denomination of Christians a pre-eminence over others? But what exclusive benefit could possibly accrue from it to any one denomination? or what is the evidence that any sect are intending by it, should the desired repeal take place, to promote their own peculiar interests? We disclaim such an intention ourselves; we do not believe that it exists in others.

Is it said that, should the prayer of this petition be granted, it will encourage applications for the exercise of legislative power, in relation to other objects of a religious character, such as the constitution never contemplated? In

reply, we think it sufficient to say that we simply request of the National Government that the arrangements of one Department in relation to the Sabbath may be made to correspond with those of every other.

Do any object that it is not within the province of the National Government to legislate in matters of religion? We wish it to be seriously considered whether there has not been such legislation in those enactments of which we pray for the repeal.

But it has been alleged that if the transportation of the mail, and the opening of the post offices on the Sabbath, should cease, it would occasion an interruption of public and private business, productive of evils which no justly-to-be-anticipated good can countervail. To this objection we reply, that if it had been usual to hold courts of justice and to transact legislative business on the Sabbath, it would be deemed a great detriment to the public and private interest to suspend their proceedings on that day; and arguments of as much weight might have been urged, and with equal confidence and zeal, as are now offered against the prayer of our petition. But will it be insisted that suspension of business in these instances should not have occurred, and ought not to be sanctioned? Is not the reason of the thing as strong and conclusive in the one case as in the other?

We rest our application upon the great principle that the measure requested is an act of solemn national regard for the being, perfections, and pleasure of the Lord of the Sabbath, which our nation especially are bound to render, in grateful recognition of his abundant mercies. We deeply feel that it is an object of the greatest import to propitiate the favor and blessing of Him whose smiles give prosperity to every enterprise, and whose frown rendereth abortive every purpose—the Governor of nations, the Sovereign of the universe. In honor of His name, in obedience, as we believe, to His will, we present this application to the rulers of our nation. "And may that Almighty Being, in whose hands are the destinies of states and nations, enlighten your counsels, and invigorate your exertions in favor of the best interests of our beloved country."

To the Senate and House of Representatives of the United States in Congress assembled: The memorial of the undersigned, inhabitants of the city of Boston, and Commonwealth of Massachusetts, respectfully represents:

That your memorialists, in common with multitudes of their fellow-citizens in all parts of the United States, regard the observance of the Christian Sabbath as pre-eminently conducive to the prevalence of good morals, intelligence, and happiness; as tending to secure and perpetuate all the blessings of a free Government; and as incomparably the best and most powerful means of preserving good order in the community, and of promoting the public prosperity. On the other hand, they consider the desecration of the Sabbath as a great evil, which, if it should become universal, or nearly so, would be followed by general ignorance, licentiousness, and vice; and, in such a state of things, it would be impossible to sustain our republican institutions, or those religious privileges which are more valuable than life itself.

Your memorialists cannot but lament that any thing should be done by the authority of the General Government which tends to diminish the sanctity of a divine institution, or to weaken the bonds of public morality. They respectfully and earnestly request, therefore, that so much of the Post Office law as requires post offices to be kept open on the Sabbath may be repealed; and that the laws of the several States, now in existence for the protection of the Sabbath, may not be violated by the Post Office establishment, nor by any branch of the public service.

Your memorialists would beg leave to state, briefly, some of the reasons on which their petition is founded.

In the first place, they complain that the present law, which requires post offices to be kept open on the Sabbath, is, as they conceive, unconstitutional. Of the constitution of the United States it is a fundamental principle that powers not given to the General Government, either expressly or by fair implication, cannot be exercised by that Government. But no power is thus given to the General Government to encroach upon the religious privileges of the people. From the first settlement of this country, the privilege of keeping the Sabbath without interruption has been esteemed most valuable, and would not, at any time, have been voluntarily surrendered.

Again: the Sabbath is not only an inestimable privilege, concerning which no power is given to the General Government, but it is expressly defended by the laws of this State, and, as has been frequently declared without contradiction, by the laws of every State in the Union. Manifestly, therefore, no law of Congress should be suffered to remain unrepealed which encroaches upon the religious privileges of the people, in a matter not confided to the General Government, and which violates the express and positive enactments of the several States.

Should it be said that the transportation of the mail and the keeping open of the post offices on the Sabbath are works of necessity, the assertion is sufficiently refuted by these facts, viz: that, during a great part of the period of our national existence, the mail has not been transported and post offices have not been kept open on the Sabbath; that many of our most enterprising merchants habitually refuse to take their letters from the office on that day; and that, in the greatest commercial emporium in the world, the post office is not opened, nor is any mail made up or received there on the Sabbath. There is supposed to be five times as much commercial intercourse between London and Liverpool as between New York and Philadelphia; and yet no mail leaves London for Liverpool between Saturday evening and Monday evening. This experience of the most actively mercantile community in the world seems to your memorialists to prove that there is no more necessity that the business of the Post Office Department should be conducted on the Sabbath than that the day should be given up to the transaction of every species of secular employment. If there is no necessity in the case, the present Post Office law clearly transcends the powers of the General Government, and is an invasion of the rights of the States in a matter deemed vitally important to the best interests of the community.

Secondly: Your memorialists complain that the present Post Office law prevents many conscientious men from accepting employment in that Department, and operates as a heavy burden on the consciences of others who are anxiously looking for relief in the stations which they now hold, either as carriers, clerks, or postmasters. It is to be remembered that the persons employed in this Department are very numerous, and that the sum of no less than a million and a half of money is annually expended in sustaining it. If Congress has power to make the servants of the public labor on the Sabbath in one Department, it has equal power in all other Departments. But would it be tolerated in this Christian community that courts of justice and custom-houses should be open on the Sabbath, and that all public offices under the General Government should be held by men who have no regard to that day, in exclusion of all who reverence the sanctuary, and remember the Sabbath to keep it holy? Is a conscientious attachment to religious observances a disqualification for office? And where is the difference between excluding a man from office on account of his religious opinions, and requiring him to do that, in case he accepts an office, which it is known he cannot do without violating the dictates of his conscience, and trampling on what he understands to be a law of God, as well as breaking up the habits of his education, and the known, established, universal customs of the country? The people of the United States will act very unwisely if they systematically exclude from public office men of strict religious principles.

The proper management of the Post Office requires the agency of men of integrity; and it cannot be good policy to lessen any of the sanctions by which honesty and fidelity are preserved.

Thirdly: The transaction of public business by the transportation and opening of the mails tends constantly and powerfully to increase the number of those who do not observe the Sabbath, and ultimately to destroy the public influence of that divine institution altogether. The number of postmasters, carriers, inkkeepers, clerks, and servants, who are debared the enjoyment of the Sabbath, by the transportation and opening of the mails on that day, swells to many thousands. Many other thousands are, as a consequence of this practice, led into habits of business; and many other thousands still are gradually enticed into habits of dissipation and idleness in those very hours which would otherwise have been consecrated to instruction and devotion.

If these habits and practices should continue to increase, nothing can be clearer than that the restraints of religion will be removed from the community at large, and either cease to exist, or be consigned to a comparatively small number of retired and obscure individuals.

Fourthly: No legislator should be ignorant that those members of the community who utterly disregard the Sabbath are soon brought to make it a day of dissipation and riot; and those who have thus desecrated the day for any considerable time are prepared for the grossest vices and the most disgraceful crimes. Who does not know that the perpetration of fraud, theft, arson, burglary, robbery, and murder has become frequent in most parts of the United States? Who does not know that these crimes are perpetrated, almost exclusively, by persons who have long been in the habit of violating the Sabbath? In one of our State prisons, containing five or six hundred convicts, particular inquiry was made on this subject. The history of one convict was the history of all. They had never observed the Sabbath, or had ceased to observe it before they committed the crimes for which they were suffering the vengeance of the laws. That system of government, then, which tends to increase the number of Sabbath-breakers, tends to fill our State prisons with felons and our streets with the cry of violence, and to stain our land with blood. Here is no mistake; there can be none; and the more this subject is examined, the more irresistibly will it appear that those who would promote the observance of the Sabbath, by removing temptations to violate it, are the true benefactors of their country.

Your memorialists are well aware that the General Government has no power to make laws for the support of religion. They rejoice that it has none. They would heartily deprecate the very idea that it ever should have such a power. But of this they do not perceive any danger. Within the year past, many thousands of our most intelligent citizens of all the principal religious denominations have seized public opportunities of declaring that they would indignantly reject the proposal of a religious establishment; and that they do not know an individual in the United States who would wish to invest the General Government with power in religious matters.

But your memorialists conceive that, while the General Government can make no law for the support of religion, it is equally true that the General Government ought not to make a law the tendency of which shall be the destruction of both religion and morality. On this ground the present memorial is offered. The existing Post Office law violates religious obligations; and, so far as it has this effect, it ought to be repealed.

Your memorialists do, therefore, by the love which they bear to their country, wishing it may become the joy and glory of the earth; by the reverence which they feel for the memory of their ancestors, who toiled and suffered to secure the blessings of liberty and religion; by the affection which they cherish for their children, and the strong desire that these children may live in a community where good morals and enlightened piety prevail; and by the attachment which they feel for free institutions of government, which can never be maintained by an immoral and an irreligious people; by all these considerations, and many others which the occasion does not permit them to explain, do your memorialists entreat your honorable body that this their urgent and earnest petition may be granted; and your memorialists, as in duty bound, will ever pray.

Boston, March 23, 1830.

[The following memorials remonstrate against a repeal of the law authorizing the mail to be transported and opened on Sunday.]

To the honorable the Senate and House of Representatives of the United States in Congress assembled:

The subscribers, citizens of the United States, and inhabitants of Portsmouth, in the county of Rockingham, and State of New Hampshire, having been informed that petitions have been, and are about to be, presented to Congress by many of our fellow-citizens in various sections of the country, praying that the transportation of the mail upon the first day of the week may be discontinued, we beg leave respectfully to remonstrate against granting the prayer of said petitioners, for the following, among other reasons:

We believe that the measure proposed by said petitioners, if carried into effect, would operate unfavorably upon the interests of the Post Office Department, and would occasion much inconvenience to our citizens generally; that it would wholly fail of effecting its avowed object, and would, in the end, injure rather than promote the cause of true religion; that, however pure and patriotic may have been the motives in which it originated, the measure has found its support among a majority of its friends more in their zeal than in their knowledge; yet we cannot but regard the steps they are taking as movements hostile to the liberties of the people, and we are persuaded that the *original movers* of the measure designed it as a step-stone to more sensible inroads upon our religious privileges. By establishing the principle it involves, they hope to silence remonstrance against their future enterprises, and contend successfully with weapons furnished them by Congress. The supporters of the measure are sufficiently protected in their worship, and in the enjoyment of their religious privileges, by the laws of their respective States, and this is all they have a right to demand; while others are not permitted to disturb them, they should not, as we humbly conceive, be permitted to disturb others; they have not, to our knowledge, been appointed by the Almighty the defenders of his honor, or the avengers of his injuries. The experience of all ages fully testifies the deplorable consequences of arming religion with the power of the laws. Church and state were never united but the articles of their union were subsequently sealed with blood. In an enlightened community, blessed with free and liberal institutions, religious despotism can only be established insensibly, and by degrees. Every approach to it should be vigilantly guarded against by the Government. Knowing that in all ages, down to the present, the clergy have been enterprising and ambitious, seizing eagerly upon power, and exercising it without reason and without mercy, it would be arrogance in those of the present age to claim an exemption from similar propensities; and, even were they to claim it, their claim would not be credited by careful observers of their conduct. When we consider the number, talents, and influence of this body of men; their zeal and activity; the intimate union that exists among them, and the concert with which all their movements are accomplished; the astonishing credulity of many of their adherents; the support they derive from numerous religious corporations and societies, rapidly increasing in numbers and in wealth; the almost unlimited control which they exercise over our colleges and other literary institutions, with no power but the laws, which they are ambitious to control, to watch or check them—we see reason to dread even their unassisted efforts to deprive us of our liberties; but especially should we deprecate arming them with powers which properly belong only to the people and the rulers of their choice—powers which in other days have enabled them to tread on the necks of kings, dictate laws to nations, and murder millions with impunity. We cannot shut our eyes to the visible fact that the clergy are the prime movers, the life and soul of the measure prayed for by the petitioners. With these views and feelings, we deem it our sacred duty respectfully but solemnly to remonstrate against the measure prayed for by said petitioners; and we feel conscious that in so doing we shall best subserve the cause of true religion and the interests of our beloved country.

To the honorable the Senate and the House of Representatives of the United States of America in Congress assembled:

The undersigned, memorialists of the town of Newark, county of Essex, and State of New Jersey, being apprized of the numerous petitions presented your honorable body, praying a repeal of the present laws for the transportation of the mails and the opening of the post offices on the first day of the week, beg leave (in accordance with their sense of duty) humbly to memorialize your honorable body, and pray that no such repeal be made, nor any law be enacted interfering with the Post Office Department, so as to prevent the free passage of the mail on *all days* of the week, or to exclude any individual from the right to receive his papers on the first, as well as on the seventh day.

Notwithstanding your memorialists have the fullest confidence in the wisdom and integrity of our National Legislature, they are induced to memorialize your honorable body at this time, from a fear lest the reiterated efforts of bigotry and fanaticism should finally prevail on your honorable body to legislate upon a subject which your memorialists consider is, by the constitution of these States and the laws of nature, left free; and which, for the

welfare of mankind, should be maintained so. Nor can they at this time refrain from expressing their astonishment at, and their disapprobation of, the reiterated and untiring efforts of a part of the community, who, through misguided zeal or ecclesiastical ambition, essay to coerce your honorable body into a direct violation of the principles of the constitution, by the enactment of laws, the object of which would be to sustain their peculiar tenets or religious creeds, to the exclusion of others; thereby uniting ecclesiastical and civil law, and leading ultimately to the abhorrent and anti-republican union of church and state.

Your memorialists would not presume to remonstrate, were it not that their opponents (after a most signal defeat in the last Congress) have renewed their petitions with a vigor increased by disappointment, and a spirit as perseveringly determined as their premises are illiberal and unwarrantable.

Your memorialists approve of morality, reverence religion, grant to all men equal rights, and are governed by the principles of our constitution and the laws of our land; but we deprecate intolerance, abhor despotism, and are totally opposed to all attempts of the religious of any sect to control our consciences.

Nor can your memorialists perceive wherein their opponents are deprived of their liberty of conscience by the uninterrupted course of the mails; for if it be right for them to travel on the first day of the week, it cannot be wrong for the mails; if it be consistent for them to do their business on the first day of the week, it cannot be inconsistent for the mails to be made up and opened, and papers delivered, on the same day; if the travelling they do, and the labors they perform, are matters of necessity, and therefore admissible, your memorialists humbly suggest whether the interests of a vast majority of the citizens of these United States, conveyed by mails, are not matters of as great necessity?

Your memorialists, in accordance with these views, beg leave to protest against any interference with the transportation of the mails, or the distribution of letters at the post offices, on the first day of the week. And your memorialists, as in duty bound, will ever pray, &c.

JANUARY 8, 1830.

To the Senate and House of Representatives of the United States of America in Congress assembled: The memorial of the subscribers, residing in Philadelphia county, Pennsylvania, respectfully sheweth:

That they approach the Supreme Legislature of their country, not for the purpose of infringing on the privileges of others, but to secure that liberty which, in their apprehension, is now endangered. When these United States became independent of the British crown, and assumed their just station among the sovereign states of the earth, the delegates appointed to represent the different provinces were not unmindful of the great trust confided to them by the people. To guard against any abuse in matters of religion and civil policy, the wise framers of the constitution of our Government, after defining with unexampled accuracy the rights of the citizens, and limiting the authority of Congress, expressly prohibited the latter from interfering with the religious opinions of the people.

Your memorialists have, therefore, regarded with abhorrence the diligent and untiring efforts of a combination of religious sects, made to obtain an ascendancy in the administration of public affairs. To them, it is obvious that the ultimate object proposed to be attained is the recognition by Congress of certain specific doctrines, and thereby to enslave the consciences of the free citizens of this great republic. It is now contemplated to fill all the public offices with men who shall, either directly or indirectly, accept the faith and doctrine of a powerful party. The subject of which they now speak, the memorialists are aware, has frequently been the occasion of much painful thought to some of the most eminent statesmen who have adorned our country with the lustre of their talents.

Your memorialists regret the necessity which compels them to intrude on your deliberations at the present juncture. Silence upon their part would be construed into approbation of the measures pursued by those whom they are resolved to oppose. They will, therefore, address you in language suited to the emergency, and with a sense of the responsibility thus voluntarily assumed. At the last session of your body, great efforts were made to induce you to pass a law, the object of which was to suspend the transmission of the mail on what is called the Sabbath. But a patriotic Legislature then decided that it was incompetent for them to approach an undetermined question in religion. It was with great astonishment your memorialists heard that the attempt was again to be renewed, and a new attack to be made on the rights of conscience. They have received with sorrow the information that petitions are daily presented to both Houses of Congress in relation to the present mail establishment. To have proposed an open union of church and state would have been so manifest a violation of republican principle, as must have drawn upon its authors the just resentment of an indignant people. But the subject now adopted as suitable for the legislation of Congress can be discussed with less danger and with an effect equally certain.

Your memorialists have in vain endeavored to discover any reasonable motive for the selection of the Sabbath as peculiarly proper for legislative support. There is no small diversity of opinion among mankind regarding the propriety of keeping one day in seven holy. The Jews, and some sects of Christians, aver that the seventh, and not the first day of the week, is the true Sabbath. A large number of pious persons believe that the Jewish Sabbath, with its ceremonial observances, has been abolished; and that, in its place, the first day of the week must be held equally sacred. Another class of mankind maintain that the institution is utterly abrogated, and that neither day should be observed.

Your memorialists believe that if Congress possess the power to designate what day shall be the Sabbath, and to define its appropriate duties, it would be equally within the scope of their authority to decide other disputed points. If the constitution has imposed on Congress the duty of discriminating what mode of faith shall be adopted, it must, as a consequence, give the power to compel obedience. Hence all the religious obligations of men must become the subjects of legislation; to the ruin of families and the destruction of personal comfort and convenience; for if the law can enforce one religious duty, it can, by parity of reasoning, insist on the performance of all.

Your memorialists would say that, when the Congress of the United States shall prefer an arrogant and domineering clergy, heaping upon them privileges and immunities not enjoyed by other citizens, there will be formed as powerful an ecclesiastical establishment as can be found in any other nation on earth. The doctrines of the favored party will then become the creed of the country, to be enforced by fines, imprisonment, and perhaps death. Superstition and bigotry will paralyze the steps of genius, and the further improvement of our now happy country must be suspended. If the sun of her glory shall now set, it will, perhaps, never again rise to cheer a benighted world with the splendor of its rays.

Your memorialists would further represent that, in their present appeal to the justice and magnanimity of the constituted authorities of their country, they are actuated by no irreverent motive. Nor do they cherish other than feelings of respect for their fellow-citizens who differ from them in sentiment. They do not ask you to throw any impediment in the path of those who, in sincerity of heart, would worship the God of their fathers. Their design in now appearing before you is to preserve the liberty of conscience inviolate; and to ask that the constitution of the Government may not be infringed in this particular.

On no consideration would they wish to restrain the right of free discussion in relation to the matter now pending before you. That liberty they ask for themselves, they devoutly desire may be enjoyed by all mankind. They are, however, aware that the Sabbath is a part of the Jewish law, and it is for that people to advocate its sanctity. These are, however, satisfied in the enjoyment of their own rights, without intruding on those of others. The declaration has gone forth from a sect of Christians, that the due observance of the Sabbath is essential to the moral health and existence of the nation. They have arrogantly usurped the right to determine in what the Sabbath shall consist, without any the least regard for those who conscientiously differ from them.

Your memorialists have considered the importance of your deliberations to the welfare of the nation, and that something more than an ordinary occurrence is necessary to justify them in thus obtruding on your attention. Their incinations would have induced them to keep silence, had they not felt themselves urged by a sense of imperative duty to oppose the daring schemes of the day. The zeal with which the plans of different sectaries have been prosecuted, and the pertinacity of design manifested by their continuing to force their views of religion on the people,

must be accepted as an apology. The great political doctrine, that all men have a natural right to worship Almighty God according to the dictates of their consciences, is now denied. It is said that religion requires compulsory laws for its security, and the extension of its influence over the conduct and characters of men. The truth of this position is denied in the most unqualified manner by those who now address you. They are clearly of opinion that there is no just cause for complaint on the part of the petitioners, and that their intolerant zeal has evidently destroyed their judgment.

Your memorialists feel no disposition to submit to compulsion in matters which rest exclusively between themselves and the God who made them. Besides the attempt now made on Congress, numerous other arbitrary measures have been adopted, with the intention of holding up to public odium those who cannot think in conformity with the doctrines avowed by your petitioners. Whatever fanaticism may have anticipated in former days, or zealous bigots in the present may predict, no great danger is to be feared of the stability of our Government, except from the combinations of a corrupt clergy. More than half a century has elapsed since the day when a large and fruitful nation was given to the world. The prosperity of our country is unparalleled in the annals of history; peace and plenty have united to bless her inhabitants. Every description of creeds and endless varieties of faith have their votaries, and flourish under the protection of a generous system of laws. Learned institutions are encouraged and thrive among us; and there is reason to believe that the hour is rapidly advancing in which every individual in our extensive territory will be properly qualified to exercise the great functions to which he is eligible. From Maine to Mexico, and from the Atlantic to the western wilds, the same smiling scene is displayed.

Your memorialists would inquire if, in this general prosperity, the friends of religion and morality have any well-founded cause of discouragement? The countless evils that must flow from the least interference of the General Government with the view of favoring a religious party are such as, in their consummation, would prove destructive to our national existence. It is impossible, on an occasion like the present, not to advert to the misery which has flowed from the assumption of ecclesiastical dominion in other countries. There are regions where persecution even now erects her blood-stained banner, and demands unnumbered victims for her unholy service. The past history of the church furnishes a melancholy demonstration of the danger to be anticipated from an alliance of the ministers of religion with the civil magistracy. There is no language which can adequately describe the abuses which have been practised, the diabolical cruelty which has been perpetrated, and the immense amount of suffering which has been inflicted, under the plea of defending the cause of religion. The beauty of youth, the venerable decrepitude of old age, and the power of rank, were equally incompetent to relax the iron grasp of the church.

Your memorialists would also suggest that the liberal provision made by our constitution for the exercise of individual rights, and the encouragement given to enterprise and talent, have invited to our shores multitudes of honest and ingenious artists. Fleeing from persecution in the land of their nativity, they have sought a home in the only country under heaven where liberty can be said to dwell. Here they calculated to be delivered from those galling restrictions which had rendered existence wretched; and here they have not, as yet, been disappointed. We owe it to them, as well as to ourselves, to employ every energy to perpetuate our excellent Government, and to defend it from the attacks of insidious enemies.

Your memorialists repose, with the fullest confidence, in the wisdom and integrity of their representatives in Congress. They cannot, however, leave the subject without the expression of their sincere approbation of the manner in which the question now under consideration was disposed of in the last session of your body. They would, therefore, respectfully ask that, not only should the prayer of the petitioners be rejected, but that such order shall be taken on the question as will forever preclude its revival.

SIR:

EXECUTIVE DEPARTMENT, INDIANA, INDIANAPOLIS, *February 15, 1830.*

In obedience to sundry resolutions of the Legislature, I have the honor of herewith enclosing to you "a memorial of the General Assembly of the State of Indiana, on the subject of the Indians within her limits, and of certain Indian lands;" and "a memorial of the General Assembly of the State of Indiana on the subject of the stoppage of the United States mail on the first day of the week, commonly called Sunday," which were passed at the late General Assembly of the State, and which you are respectfully requested to lay before the Senate of the United States.

I have the honor to be, sir, very respectfully, your most obedient servant,

WILLIAM HENDRICKS, *United States Senator from Indiana.*

J. BROWN RAY.

The memorial of the General Assembly of the State of Indiana respectfully represents:

That we view all attempts to introduce sectarian influence into the councils of the nation as a violation of both the letter and the spirit of the constitution of the United States and of this State, and at the same time dangerous to our civil and religious liberties, inasmuch as those charters secure to every man the free exercise of his religion and the right to worship the Almighty God according to the dictates of his own conscience, and inasmuch as any legislative interference in matters of religion would be an infraction of those rights; we, therefore, most respectfully remonstrate against any attempt, by a combination of one or more sects, to alter the laws providing for the transportation of the mail, and against the passage of a law to regulate or enforce the observance of religious duties, or which may interfere with what belongs to the conscience of each individual: that all legislative interference in matters of religion is contrary to the genius of Christianity; and that there are no doctrines or observances inculcated by the Christian religion which require the arm of civil power either to enforce or sustain them: that we consider every connexion between church and state at all times dangerous to civil and religious liberty: and further, that we cordially agree to and approve of the able report of the honorable R. M. Johnson, adopted by the Senate of the United States at its last session, upon the petitions for prohibiting the transportation of the mail on Sunday; and while we protest in the most solemn manner against every attempt to enforce, by legislative interference, the observance of any particular day, yet believe that both the spiritual and temporal interest of mankind is promoted by setting apart one day in the week for the purpose of rest, religious instruction, and the worship of God.

Resolved, That his excellency the Governor be requested to transmit a copy of the foregoing memorial to each of our Senators and Representatives in Congress, and to the President of the Senate and Speaker of the House of Representatives.

To the honorable the Senate and House of Representatives in Congress assembled: The subscribers, inhabitants of the county of Salem, in the State of New Jersey, respectfully represent:

That your memorialists belong to various religious denominations of Christians, and some of them are conscientious in the belief that the *seventh* day of the week, commonly called *Saturday*, is the true *Sabbath*; that they have learned with regret that attempts are simultaneously making in different sections of the country to get up petitions and memorials to Congress to pass a law for stopping the United States mail on Sunday. While your memorialists acknowledge, with the most devout reverence, that "the earth is the Lord's and the fullness thereof," and do most solemnly disclaim all idea of "robbing Jehovah of the worship which is his due," as Christians and republicans they

are constrained to remonstrate against the passage of such a law, which they believe would be pregnant with serious evils to our country. We are of opinion that the report of the committee of the United States Senate of the last year, on this subject, is conclusive, and that the first article of amendments to the constitution which declares that "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof, or abridging the freedom of speech or of the press," has virtually prohibited Congress from legislating on this subject. In the opinion of your memorialists, errors of opinion, whether of religion or politics, may be safely tolerated in our country, and no *surveillance* is required to control them other than that of "reason, a free press," and "the free course of the Gospel." From the judicious arrangement of the Post Office Department, there is no reason to dread any disturbance of religious societies in their devout worship on that day; and the passage of such a law would, in the opinion of your memorialists, by occasioning numerous *expresses* and other modes of conveyance, defeat the *ostensible* object of the law itself. Such a measure would be the result of a "zeal not according to knowledge," and is not warranted by the benevolent spirit of our holy religion, which is "gentle" and not coercive; which is "without partiality and without hypocrisy;" which inculcates an *active* benevolence; which discovers to us a Deity who delights not in "sacrifices and vain oblations," but in the offering of an humble and a contrite heart, and whose goodness is over all his works. The proposed measure would tend to circumscribe and restrict the benefits of a free press, which is the palladium of our liberties, and to check or retard the diffusion of knowledge, which, in the order of Providence, is the surest means of spreading the Gospel, and would obscure or render less refulgent "the light of Bethlehem star." Works of *mercy* and of *private* and *public* necessity are always excluded from the general prohibition. The Divine Author of our religion has shown us, by his own example, that it is lawful to do good on the Sabbath day. The proposed measure would lessen the good man's opportunities of doing good. Many religious tracts, pamphlets, and newspapers "devoted to the interest of Zion and the prosperity of the Redeemer's kingdom," are transmitted by mail; and why may not "mail carriers," equally with "illiterate fishermen," become the heralds of salvation? Why attempt to restrict or limit the Almighty in the methods of his grace? To stop the mail would, in the opinion of your memorialists, be repugnant to a wise maxim, which applies to *morals* and *religion* as well as to *economics*, "not to put off till to-morrow that which can be done to-day," and would resemble the conduct of "the slothful servant who hid his talent in a napkin."

It is an invaluable privilege, for which, as Christians and republicans, we cannot be too thankful, that the constitution of the United States guarantees to every one the rights of conscience and religion; and, in the opinion of your memorialists, the proposed measure would operate as a violation of these rights; would be made a precedent for others of the same kind, and more alarming; would pave the way to a union of "church and state," against which our horrors are excited by the awful admonitions of history; which would be the deathblow to our *civil* and *religious* liberties, purchased with the virtue and valor, and sealed with the blood, of our fathers; and end in the worst of all tyranny—"an ecclesiastical hierarchy."

JANUARY 20, 1830.

21st CONGRESS.]

No. 88.

[1st Session.]

IMPROVEMENT OF THE POST ROAD FROM ZANESVILLE, IN OHIO, TO FLORENCE, IN ALABAMA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 9, 1830.

SIR:

GENERAL POST OFFICE DEPARTMENT, March 9, 1830.

In obedience to the resolution of the House of Representatives of the 24th ultimo, directing "that the Post-master General inform the House over how much and what part of the route between Zanesville, Ohio, and Florence, Alabama, *via* Maysville, Lexington, and Nashville, the United States mail is transported in stage coaches; and what period of time is taken up in the passage of the mail between those points at different seasons of the year; and report what information he may have as to the saving on the part of the United States; and to what extent the advantage of a regular mail may be increased by having said route improved by a Macadamized turnpike," I have the honor to report:

The distance from Zanesville, *via* Maysville, Lexington, and Nashville, to Florence, is 536 miles.

The mail is transported over the whole of the route in stages, except that during a great part of the winter season the miry state of the roads is such as to render it impracticable, especially between Maysville and Lexington, in Kentucky, where a stage carriage can seldom be used during three months of the year. In other parts, the interruption is frequent, but not so permanent, during the whole winter.

From Zanesville to Lexington, the mail is carried daily; thence to Nashville and Florence, it is carried three times in each week.

The time occupied in running the mail over the whole distance, 536 miles, is ten days during the winter season, and nine days during the remainder of the year.

The present sums which are paid for transporting the mails on the whole of that route, including the additional distance of five miles from Florence to Tusculumbia, (being a part of one of the contracts,) amount to \$30,808 92.

The Department has no certain means of ascertaining what reduction could be made from this expense, if the whole route were improved by a Macadamized turnpike. This would depend much upon the rates of toll. If free of toll for the United States mail, it may be safely estimated to effect a saving of \$5,000 a year in the expense.

The increased advantage of regular mail accommodation would unquestionably be very great. The mail might be transported over the whole route, and at all seasons of the year, in six days, even if the distance should not be shortened by straightening the roads. The communications would be more certain during that part of the year when intelligence from the seat of Government is most interesting.

The intercourse could be made daily each way, with increased expedition, and probably at about the same expense which is now incurred.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

[21st CONGRESS.]

No. 39.

[1st SESSION.]

IMPROVEMENT OF THE POST ROAD BETWEEN MEMPHIS AND TUSCUMBIA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 15, 1830.

Mr. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, to whom was referred a resolution directing them to inquire into the expediency of improving the road passing through the lands of the Chickasaw nation, in the State of Alabama, in the direction between Tusculmbia and Memphis, reported:

That the present path or road through the lands of the Chickasaw nation, in the direction from Tusculmbia towards Memphis, is daily increasing in importance to the States of Alabama and Tennessee; that, from the circumstance, however, that about sixty-five miles of the road lie exclusively in the Indian country, it is in such a condition as to make it unfit for extensive use. Your committee are informed, by a letter from the postmaster at Tusculmbia, that the chiefs of the Chickasaw nation have given their consent for said road to be opened through their territory; they are also informed, by the petitions and report heretofore made on this subject by the Committee on Roads and Canals, that the sum of eight thousand dollars will be sufficient to put this road in excellent repair, and to constitute it a part of the line of communication with the Territory and seat of Government of Arkansas. They therefore report the bill heretofore reported, appropriating said sum of eight thousand dollars.

[21st CONGRESS.]

No. 90.

[1st SESSION.]

DEPUTY POSTMASTERS REMOVED SINCE MARCH 4, 1829.

COMMUNICATED TO THE SENATE, MARCH 24, 1830.

SIR:

POST OFFICE DEPARTMENT, *March 24, 1830.*

In obedience to a resolution of the Senate of the United States, passed March 22, 1830, directing me "to inform the Senate of the number of deputy postmasters who have been removed since the 4th day of March last, designating the number in each State and Territory," I have the honor to report that the whole number of deputy postmasters removed between the 4th day of March, 1829, and the 23d day of March, 1830, inclusive, is four hundred and ninety-one; and that the number thereof in each State and Territory is as follows: In Maine, fifteen; New Hampshire, fifty-five; Vermont, twenty-two; Massachusetts, twenty-eight; Rhode Island, three; Connecticut, twenty; New York, one hundred and thirty-one; New Jersey, fourteen; Pennsylvania, thirty-five; Delaware, sixteen; Maryland, fourteen; District of Columbia, one; Virginia, eight; North Carolina, four; Georgia, two; Alabama, two; Mississippi, five; Louisiana, four; Tennessee, twelve; Kentucky, sixteen; Ohio, fifty-one; Indiana, nineteen; Illinois, three; Missouri, seven; Florida, one; Arkansas, two; and Michigan, one.

I have the honor to be, with great respect, your obedient servant,

W. T. BARRY.

To the Hon. JOHN C. CALHOUN.

[21st CONGRESS.]

No. 91.

[1st SESSION.]

CONDITION OF THE GENERAL POST OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 14, 1830.

Mr. CONNER, from the Committee on the Post Office and Post Roads, made the following report:

That, from the numerous applications made annually to Congress for the establishment of new routes, and the frequent and increasing demands made on the Department for additional accommodations, your committee have been induced to extend their inquiries, and to examine particularly into the past and present condition of the General Post Office, with a view to a farther extension of accommodation, should it appear to them prudent and practicable; and although in its operation now extensive, and perhaps as perfect as could be anticipated, its ramifications reaching most neighborhoods in the north and the south, in the east and the west, still there remain unsupplied many routes of great importance and interest to various growing sections of the country; many of those cross and connecting routes, with important lines already in operation, required and loudly called for by those rising settlements to make them participants in the benefits and blessings of this Department: an establishment so entirely national in its character, and intended by the Government, in its creation, for the general benefit of the people, bearing to them directly the proceedings of their Government; placing within the reach of all political as well as other domestic and foreign information, thereby enabling them to judge of and properly appreciate their Government and its acts; whilst, also, it enables the commercial and mercantile interests to hold frequent communion, and affording to friends, residing in different portions of the Union, the sweets of frequent friendly interchanges of sentiment and good feeling so desirable; and thus, by free and familiar intercourse, drawing still closer the bonds of union.

The proceeds of the Department have enabled it heretofore to keep pace with the growing wants and wishes of the people. The aggregate amount of postage has not diminished; on the contrary, from 1824 to the present time, it

has been increasing, and there is every reason to believe it will continue to increase. But the demands on the Department for the last few years have been such as could not be resisted. For additional accommodation, the Postmaster General yielded, (as your committee believe, prudently,) by the more frequent running of the stages, and the increase of speed, the changing of horse transportation into stage, wherever and whenever it could be done with propriety; this additional and necessary expenditure, with the establishment by Congress, in 1828, of many new routes, exhibits at once the true cause of the expenditures exceeding the receipts of the last year. It is not apprehended but that the Department will be perfectly able to sustain and continue the existing accommodation, without being obliged to make any material changes; nor is additional aid asked for by the Department. But your committee are aware, if the bill now before Congress for the establishment of new routes, involving an estimated expenditure of about \$86,000, should pass, (and of which there can be but little doubt,) it will not only subject the Department to inconvenience, but to serious embarrassment. To avoid embarrassment, it seems necessary, to enable the Department still to keep pace with the wants of the country, that an appropriation by Congress should be made equal to those wants. Without it, the additional burden of the bill now before Congress will, necessarily, compel the Department to resort to the unpleasant and disagreeable exercise of the powers vested in it, with the view of making the receipts equal the expenditures, of lessening the frequency of the running of the stages, and changing again the stage transportation into horse.

The confusion and discontent of which such a state of things would be productive must be obvious and apparent to all. This result your committee are desirous of avoiding. Viewing, as they do, the establishment of the General Post Office by the Government, not as intended for revenue purposes, but alone for the benefit of the people, hoping it would be able to sustain itself, it has done so, and the hopes and expectations of the Government have been more than realized. It supplies now 8,004 post offices, paying to those deputy postmasters near \$600,000, and paying about \$1,100,000 for the transportation of the mail, travelling 115,000 miles; and has deposited in the treasury, at different times, the aggregate sum of \$1,103,063. This amount your committee view as belonging properly to the Department, and applicable to its wants when it may be needed and called for. Asking of Congress an appropriation is nothing more than a request that the Department be permitted to withdraw from the treasury a portion of those deposits made by itself. Could the appropriation asked for be considered as a charge on the treasury derived from other sources, they would be disposed to stop short, and rather recommend a curtailment of the expenses and accommodations. The committee have it in their power to lay before Congress a fair and full exhibit of the Post Office Department from the year 1789 to April, 1829, being a communication from the Postmaster General in reply to certain interrogatories addressed to him, and which is hereto annexed as a part of this report; showing the aggregate amount of expenditures and receipts during the administration of each Postmaster General; under whose administration moneys were paid into the treasury; by whom moneys have been drawn from the treasury; the condition of the Department at this time, and its ability to put into operation the many new routes in a bill reported.

The committee, having maturely considered the present and past condition of the Department, the numerous calls for additional accommodation, and the many sections of the country as yet badly supplied, and others not at all, do not doubt the propriety of recommending to Congress the appropriation of \$86,000, to enable the Department to put into operation the many new routes in the bill now before Congress. With that sum it is confidently believed, hereafter, that the proceeds of the General Post Office will be amply sufficient to meet the expenditures.

SIR:

GENERAL POST OFFICE DEPARTMENT, *March, 1830.*

To the several interrogatories contained in your letter of the 3d instant, I have the honor to reply:

Interrogatory 1.—"The establishment of the Post Office Department, what has been the aggregate amount of the expenditures and receipts, under and during the administration of each Postmaster General, the balance for or against?"

The Post Office Department was established in 1775, at the commencement of the revolutionary struggle; but there are no documents in its archives that show the statement of its receipts or disbursements prior to the establishment of the present Government, in 1789. Since that period, the aggregate amount of its revenues and disbursements, during the administration of each Postmaster General, has been as follows:

SAMUEL OSGOOD, Postmaster General from October, 1789, to August, 1791.

Amount of revenue during this period, was	-	-	-	-	\$94,229
Amount of expenditure,	-	-	-	-	68,837
Balance in favor of the Department,	-	-	-	-	\$15,392

TIMOTHY PICKERING, Postmaster General from August, 1791, to January, 1795.

Amount of revenue,	-	-	-	-	301,138
Amount of expenditure,	-	-	-	-	216,544
Balance in favor of the Department,	-	-	-	-	84,594

JOSEPH HABERSHAM, Postmaster General from February, 1795, to November, 1801.

Amount of revenue,	-	-	-	-	1,668,755
Amount of expenditure,	-	-	-	-	1,235,816
Balance in favor of the Department,	-	-	-	-	432,909

GIDEON GRANGER, Postmaster General from November, 1801, to February, 1814.

Amount of revenue,	-	-	-	-	5,873,052
Amount of expenditure,	-	-	-	-	5,363,692
Balance in favor of the Department,	-	-	-	-	509,360

RETURN J. MEIGS, Postmaster General from March, 1814, to June, 1823.

Amount of revenue,	-	-	-	-	9,361,666
Amount of expenditure,	-	-	-	-	8,862,658
Balance in favor of the Department,	-	-	-	-	499,008

JOHN MCLEAN, Postmaster General from July, 1823, to March, 1829.

Amount of revenue,	-	-	-	-	8,712,952
Amount of expenditure,	-	-	-	-	8,560,257
Balance in favor of the Department,	-	-	-	-	152,695

Making the total amount of revenue, from 1789 to April 1, 1829,	-	-	\$36,001,792
Total amount of expenditures,	-	-	24,307,834
Total amount of balances in favor of the Department,	-	-	<u>\$1,693,958</u>
Of this amount of balances in favor of the Department, there has been paid into the treasury at sundry times,	-	-	\$1,103,063
The total amount of losses, during the above period of forty years, from bad debts, counterfeit money, notes of broken banks, and in the transmission of moneys, estimated at	-	-	310,830
Leaving at the disposal of the Department, due from postmasters and others, including deposits in different banks on the 1st of April, 1829, the sum of	-	-	<u>280,065</u>
Thus accounting for the above amount of	-	-	<u>\$1,693,958</u>

Interrogatory 2.—"How much, and under whose administration, have moneys been paid into the treasury?"
There have been paid into the treasury the following sums, viz:

Under the administration of Timothy Pickering,	-	-	-	-	\$47,499
Joseph Habersham,	-	-	-	-	363,310
Gideon Granger,	-	-	-	-	291,579
Return J. Meigs,	-	-	-	-	387,209
John McLean,	-	-	-	-	<u>13,466</u>
Making, together, the sum of	-	-	-	-	<u>\$1,103,063</u>

Interrogatory 3.—"Have there been, at any time, drawn by the Department any moneys deposited in the treasury; if so, by whom?"

There have not, at any time, been drawn by the Department any moneys from the treasury which it has deposited there. All the expenses of transportation, and others incident to the Department, have been defrayed by its own resources, without any appropriation at any time to meet them from the treasury.

Interrogatory 4.—"Is the condition of the Department such, at this time, that it could meet and put into operation the many new routes proposed, without inconvenience and embarrassment?"

The expenses of the Department for the first half of the last year were \$50,000 more than the whole amount of the revenue; and, as the responsibilities of the Department were incurred by contracts entered into before the close of 1828, it was not in the power of the Department, in that good faith which it ought to observe, to prevent a continuation of the depression; so that the expenses of the Department for the year 1829 were not less than \$100,000 greater than its current revenue for the same period. Under these circumstances, it must be obvious that the greatest possible frugality is necessary in the management of the concerns of the Department, and without any considerable improvement in mail facilities for, it is believed, at least three years to come, to make the Department sustain itself in its present operations, without any increase of the number of mail routes. The new routes proposed amount to upwards of two hundred in number, varying greatly in their length, and in the expense which they would occasion. It is difficult to estimate the expense with accuracy; but, from a comparison of them with others of similar magnitude which have been formerly established, it is believed the amount would not greatly vary from \$86,000 a year. During the first year of their operation, they would add very little to the revenue; probably not much beyond the expenses incident to the establishing of the post offices which they would require, and the procuring of the necessary mail bags, locks, keys, &c., which would be necessary for their operation. Many of the proposed routes are highly important, and most of them would be found convenient to the districts of country immediately interested in them; but, if the law shall pass for their establishment, the only means by which the Department can avoid the highest degree of embarrassment, will be to curtail the facilities which are now given upon existing routes, by diminishing the frequency of trips, and by substituting horse for stage transportation. It is not, however, apprehended that the existing state of the Department, and a continuation of the accommodations already in operation, though its expenses for the present greatly exceed its current income, will require any assistance beyond what will arise from its progressive increase of revenue; but, as before stated, with adequate vigilance, the resources of the Department are believed to be equal to its present exigencies.

Interrogatory 5.—"Are there not numerous applications to the Department for additional accommodations which it would be proper to grant; if so, to what extent? and what amount, in addition to the receipts of the Department, would, in your opinion, be necessary to effect those objects?"

There are numerous additional accommodations loudly called for, which, under other circumstances, it would be highly proper to grant. Among the most important are the following:

A more frequent and speedy communication between the seat of Government of Vermont, and those of the other New England States.

A daily stage communication between the seat of Government in Pennsylvania and the seat of the General Government.

More direct and frequent communications between the western parts of Pennsylvania and the western parts of Virginia.

A daily communication by stages between Lake Erie, through the State of Ohio, and Wheeling, on the Ohio river, in Virginia; and also an increased facility of intercourse between Chillicothe and the mouth of the Scioto river, in the State of Ohio.

A speedy and frequent communication by stage of the seat of Government of Indiana with Columbus and Cincinnati, in Ohio, Frankfort, in Kentucky, and Vandalia, the seat of Government of Illinois, extending thence to St. Louis, in Missouri.

A regular and frequent stage communication from Lexington, in Kentucky, and from Knoxville, in Tennessee, uniting at Newport, in Tennessee, and continuing to Ashville, in North Carolina; thence branching to the seats of Government of the States of North Carolina and South Carolina, thus connecting the southern and western States by an easy and certain intercourse.

A stage communication between places of business in the eastern parts of North Carolina, especially between Newbern and Wilmington, and thence to Georgetown, in South Carolina.

A communication by stage through the gold region, between Salem, Statesville, Morganton, and Rutherfordton, in North Carolina, and Greenville, in South Carolina.

More frequent and expeditious communications by stage between Charleston, in South Carolina, and the north-western parts of that State.

A communication by stages between Athens, in Tennessee, and Athens, in Georgia, to render the connexion more complete between Georgia and the western States.

An extension of the regular stage communication between the seats of Government of Ohio, Kentucky, and Tennessee, through Huntsville, to the seat of Government of Alabama; and through Florence, to the seat of Government of Mississippi, and to Natchez, on the Mississippi river.

A communication by stages from the seat of Government in Alabama, to Montgomery, and, by way of Cahawba, to Mobile.

The establishment of a steamboat mail between Memphis, in Tennessee, and New Orleans, in Louisiana, to supply all the intermediate post offices on both sides of the Mississippi.

A communication by stages between Mobile, in Alabama, and Pensacola, in Florida; and between Pensacola and Tallahassee.

A more frequent and direct communication between the seat of Government in Georgia, and Tallahassee, the seat of Government in Florida.

A more frequent and direct communication by stages between Savannah and Macon, in Georgia.

If all these improvements were made, together with some others of minor consideration as to expense, which are, nevertheless, quite important, the expense would amount, by estimate, to about \$85,000.

The advantages to the public would unquestionably be very great: individual accommodation would be promoted; business would be facilitated; intelligence would be more extensively diffused; the bonds of affection between distant parts would be strengthened by the more speedy and frequent intercourse.

But whether these benefits would be sufficient to countervail the expense, the legislative authority will determine.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

HON. HENRY W. CONNER,

Of the Committee on the Post Office and Post Roads, House of Representatives.

21st CONGRESS.]

No. 92.

[1st SESSION.]

MAIL GUARD DISABLED IN SERVICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 19, 1830.

MR. JOHNSON, of Kentucky, from the Committee on the Post Office and Post Roads, made the following report on the petition of Patrick Green:

That it appears that the said Green was employed to guard the mail from Baltimore to Havre-de-Grace in the year 1822; that, during the discharge of his duty in said service, the mail was attacked in the year aforesaid; and, in the faithful and gallant conduct of said Green in the discharge of his said duty, he received a blow on his head from a pistol, by one of the robbers, which greatly affects him, and disables him from gaining a living by hard labor, as will appear by the petition and other proofs in the case, (marked A.) and to which the committee refer, and make a part of this report. The certificate of the surgeon general fixes the disability at one-half. The committee think the petitioner entitled to relief, and report a bill for a half pension, viz: four dollars per month.

A.

Petition of Patrick Green, praying compensation for injuries sustained in defence of the United States mail.

To the honorable the Senate and House of Representatives of the United States of America in Congress assembled: The petition of the subscriber respectfully represents:

That, in the spring of the year 1822, he was appointed guard to the great eastern mail between Baltimore and Havre-de-Grace, which duty he performed without molestation, until the 8th of July of the following year, when an attempt was made to rob the mail near the Great Falls of the Gunpowder, as the following extracts from the New York Gazette will more fully show:

“JULY 11, 1823.

“Daring robbery of the mail.”—We yesterday received proof-sheets from the several editors in Baltimore, furnishing the particulars of another daring robbery of the mail. Between 1 and 2 o'clock this morning, a most daring robbery of the eastern mail was committed about two miles east of the Great Falls of the Gunpowder. The mail was on its way from the east to Baltimore, and at the place above mentioned was arrested in its progress by a fence which had been erected across the road. The guard was taken about thirty yards from the carriage, where the ruffian who had first struck him stood over him with a pistol presented to his breast. The villain asked the guard why he had fired at him? to which the latter replied, he was only doing his duty; that he was sworn to protect the mail. Some of the robbers called out to their comrade to shoot him, or they would shoot him, (the robber.) The guard begged earnestly for his life, as they talked of tying him, and kept him in the most anxious suspense as to his fate. At one time the robber held his hands across the eyes of the guard for about five minutes. During the time these events took place, (which the guard supposes was about half an hour,) the rest of the robbers were engaged in rifling the mail. The robber then directed the guard to sit down at the foot of a tree, and not to stir at the peril of his life. The guard was struck across the head with a pistol, with which one of the ruffians was armed; the blow deprived him for a short time of his senses.

“At the spot where the robbery took place, there was a high bank on each side of the road. The guard, Patrick Green, acted with much courage and good conduct, having discharged his blunderbuss at the robbers when they first discovered themselves, and afterwards snapped a pistol at one, and discharged the other pistol at another before they came upon him. It appears it was the last shot from the pistol which wounded Moore in the breast, who was armed with a gun.”

Your petitioner further begs leave to state to your honorable body that, at the moment the attack was made by the robbers, the driver of the mail deserted him and fled, so that he was left entirely alone to contend with the band. At one time Moore presented a musket to his side, and told him to give up, or he would blow him through. The guard then fired the pistol, which wounded Moore severely, and the next instant was struck by Emenheizer (at whom he had snapped a pistol) across the head, which blow threw him back into the stage and deprived him of his senses.

From the wound your petitioner received in the head, he was unable to do any thing to advantage for himself for upwards of six months after, being the greater part of the time under the hands of doctors, and, of course, during that time at a very considerable expense. He is still suffering from the effects of the wound, which, though healed, at times deprives him of the power of earning a subsistence for himself and a helpless family, never having received any compensation for his services and sufferings, other than the amount of his wages for which he contracted.

Your petitioner, therefore, prays your honorable body to afford him such relief as in your wisdom may be deemed expedient and proper. He refers to the annexed certificates for testimonials of character, &c. And, as in duty bound, will ever pray.

PATRICK GREEN.

NEW YORK, January 20, 1830.

NEW YORK, January 30, 1830.

We, the subscribers, being well convinced, from circumstances, that the above petitioner, Patrick Green, has, in his foregoing petition, represented a true statement, do most cordially recommend him as a person highly deserving some remuneration from the Government for services rendered by him in protecting the United States mail.

J. MORTON,
JOHN LOZIER,
M. M. NOAH,
ROBERT WHITE,
R. RIKER,
H. ECKFORD,
ROBT McQUEEN,

THOMAS MOONEY,
SAM. S. GOUVERNEUR,
THOMAS WHITFIELD,
JEROMUS JOHNSON,
A. W. LENT,
PETER J. NEVINS,
S. CAMBRELENG.

BALTIMORE, June 30, 1829.

We, the subscribers, have no hesitation in saying that the bearer, Patrick Green, is the person who risked his life in defending the great eastern mail, while on its way from Philadelphia to Baltimore, in the year 1823, July 8th, against three robbers, namely, Emenheizer, Ward, and Moore. Two of said persons were convicted; one turned States' evidence. Emenheizer and Ward are now, and have been since their conviction, confined in Baltimore county jail.

JACOB SMALL, Mayor City of Baltimore.
JOHN C. WHITE,
WILLIAM LORMAN,
J. S. SKINNER,
DAVID BARNUM,
J. I. COHEN, JUN. & BROTHERS,
WILLIAM PATTERSON.

BALTIMORE, June 30, 1829.

Patrick Green, the person named in the within note, and who is bearer of this, was employed by us as mail guard at the time mentioned. We take pleasure in bearing testimony to his good conduct on that occasion. His defence of the mail was so spirited, that he wounded two of the robbers, which led to their apprehension on the following morning, and to the recovery of every package of the stolen mail.

STOCKTON & STOKES.

21st CONGRESS.]

No. 93.

[1st SESSION.

CLAIM FOR MAKING THE POST ROAD FROM MOBILE TO PASCAGOULA.

COMMUNICATED TO THE SENATE, APRIL 28, 1830.

Mr. BIBB made the following report:

The Committee on the Post Office and Post Roads, of the Senate, to whom was referred the petition of Thomas Rhodes, respectfully report:

That, on the 17th June, 1828, the Postmaster General advertised for proposals for carrying the mails between Mobile and New Orleans thrice a week, for four years.

On the 16th August, 1828, Thomas Rhodes made his proposals, by letter, for carrying the mails for four years, from Mobile, by Pascagoula bay, to New Orleans, at the sum of \$14,000 per year; the road from Mobile to Pascagoula, a distance of forty miles, to be made by or at the expense of the United States. This road he proposed to make, and keep in repair for four years, for \$4,000, or \$100 per mile, the money to be paid at the completion of the work; the mails to be carried on horseback from Mobile to Pascagoula until the road was completed, and afterwards in stages, and from Pascagoula to New Orleans in steamboats.

By letter of the 7th of October, 1828, Thomas Rhodes was informed, "The Postmaster General has decided to accept your proposal to transport the mail by land and water between Mobile and New Orleans at the rate of \$14,000 per annum. You will begin with all practicable expedition, and convey the mail upon a plan designated by the postmasters of Mobile and New Orleans. A contract will be made out, and sent for you to execute."

The contract was made out at the Department, bearing date of the 1st October, 1828, and is signed by Rhodes as of that day; but the bond with security for his performance was not executed until the 30th March, 1829.

The contract, as prepared and signed, is for carrying the mail "from Mobile, by Pascagoula, to New Orleans, and back, thrice a week, in stages and steamboats," at \$3,500 per quarter, to commence on the 15th December, 1828, and to continue until the 1st November, 1832.

On the 16th February, 1829, Rhodes's claim for compensation for opening the road was answered by a letter from the Department, informing him that it could not be paid without a special act of Congress for that purpose.

It appears that Rhodes opened the road, at great expense, between Mobile and Pascagoula, so that the mail could be conveyed in stages over that part of the route as marked out by the postmasters at Mobile and New Orleans, under the direction of the Postmaster General. And it further appears that this road is yet used for the transportation of the mails, so that the labor and money expended upon that road has been for public benefit.

Mr. Rhodes commenced the transportation of the mails; but, on the 14th of April, 1829, other proposals were invited by advertisement, and Mr. Rhodes was informed of the forfeiture of his contract. He now petitions for compensation for opening the road, which the Department has not paid, for want of the authority of law to make such compensation.

The circumstances under which Mr. Rhodes expended his labor and money in opening this road appear to the committee to form a just basis for some compensation. The route over land to connect the transportation of the mails by steamboats was laid out under the superintendence of the Post Office Department. The road was through an uninhabited country. Stages could not pass until the road so marked out was opened, causewayed, and bridged. The proposals were to carry the mails over this part of the route on horseback, until the road was opened for stages, and then in stages; the road to be opened by or at the expense of the United States; and the proposal further was,

that he (Rhodes) would open it, and keep it in repair for a stated price per mile. The proposals, embracing the transportation of the mails at a stated price, and also the opening of the road at a stated price, were generally accepted by letter. When the contract was drawn out in form at the Department, it was to carry the mail "in stages and steamboats." This was impracticable, unless the road was opened; the proposal was, that the expense of opening the road should be paid by the United States. Although the contract, as drawn out, was silent as to the expense of the road, that contract was based upon proposals and acceptances, in which the road was expressly provided for at the cost of the United States. The silence of the formal contract does not appear sufficient to warn Mr. Rhodes that his proposal as to the road was rejected, much less to impose upon him the necessity to open the road for stages at his own expense, in direct hostility to his accepted proposals. The letter informing him that his proposal was accepted, and requiring him to "begin with all practicable expedition, and convey the mail upon a plan designated by the postmasters of Mobile and New Orleans," was well calculated to impress upon Rhodes the belief that he was to be paid for opening the road.

The committee are not unmindful of the evil consequences of an example which might encourage mail contractors to lay out money in improving roads to facilitate them in the performance of their contracts, with an expectation that Congress would reimburse the expense; nor of a like evil example, which might have a tendency to unbridle the discretion of the Postmaster General. But a payment to Mr. Rhodes, under the peculiar circumstances of his case, would not be a precedent pregnant with such evil consequences. The Postmaster General was faithfully endeavoring to effect the transportation of the mails along a route established by law between two points, and to overcome difficulties and obstructions which had retarded the mails. In doing so, he abstained from committing the Department by any express stipulations exceeding the authorities conferred by law; yet it is equally true that Mr. Rhodes acted under the belief that he was to be compensated for making the road. And, however wise and proper it may be to establish, as a general rule, that every citizen is bound to know the laws of his country, and the authority conferred on the officers of Government by those laws, yet that spirit of equity and mercy with which the administration of the laws should be attempted requires that exceptions should be allowed to that general rule.

Under all the circumstances of this case, the committee recommend that Mr. Rhodes be paid a reasonable compensation for his labor and moneys expended in opening the road out of the funds of the Post Office establishment. A bill is accordingly reported.

21st CONGRESS.]

No. 94.

[1st Session.]

SURETIES OF A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 29, 1830.

Mr. CONNER, from the Committee on the Post Office and Post Roads, to whom was recommitted the report of the said committee in the case of Stafford and Yates, of 25th January last, made the following detailed report:

That the petitioners set forth that, in the year 1816, John V. N. Yates and Spencer Stafford, in conjunction with John Stafford, now deceased, executed a bond with Solomon Southwick, as his sureties, to the Postmaster General of the United States, in the sum of \$6,000, conditioned that the said Solomon Southwick should well and truly execute the duties of postmaster at Albany, in the State of New York, &c.; that, in 1823, Solomon Southwick was found to be a defaulter to the amount of \$6,553 88, when he was removed, and a suit instituted by the Postmaster General against Solomon Southwick and his sureties, in the circuit court of the northern district of New York, to recover the penalty on said bond.

The petitioners claimed to be allowed, by way of setoff, the following items:

1st.	For receiving and despatching foreign mails from 1816 to 1821, being twenty-two quarters, at \$25 per quarter,	-	-	-	\$550 00
2d.	To receiving night mails from 1816 to 1821, at fifty per cent. additional,	-	-	-	1,250 00
3d.	To keeping mail register of arrival and departure of mails, for five years and six months, at 10 cents,	-	-	-	30 80
4th.	To hire of two bedsteads, beds, and clothes, for five and a half years, at \$20 per year,	-	-	-	110 00
5th.	To washing bed clothes, and cleaning bed room, two hundred and eighty weeks, at \$1 50,	-	-	-	420 00
6th.	To finding and washing towels for the same period,	-	-	-	35 00
	E. F. Backus's receipt for post office rent,	-	-	-	625 00
	J. B. Southwick, for salary,	-	-	-	750 00
	Jos. Wands, 2d.,	-	-	-	600 00
	D. F. Pruyn, for salary,	-	-	-	500 00
	S. W. Southwick, for salary,	-	-	-	500 00
	H. C. Southwick, for salary,	-	-	-	500 00
	G. Wood, for salary,	-	-	-	500 00
	S. Rice, for salary,	-	-	-	116 70
	Total,	-	-	-	\$6,577 50

Of this account, two items, the 1st and 3d, were admitted by the counsel for the United States, but were not permitted by the court to be deducted from the penalty of the bond. The petitioners state that, had this account of \$6,577 50 been allowed, it would have exonerated them from the liability on the bond; but was refused, without proof of an agreement on the part of the Postmaster General to allow the same; the damages of the Postmaster General were assessed by the court at \$6,000: that the cause was removed by writ of error to the circuit court of the United States for the southern district of New York, and was brought from that court, on a certificate of the judges of disagreement of opinion, to the Supreme Court of the United States, who, without argument, decided in favor of the Postmaster General: that, acting under the advice of counsel, they caused a writ of error to be sued out, by virtue of which the record and proceedings in the said circuit court were removed to the Supreme Court; and, by motion of the Attorney General of the United States, the writ of error was dismissed for want of jurisdiction. The petitioners further state that, in January, 1820, through their representative, application was made to the Postmaster General to know, among other things, if Solomon Southwick was a delinquent postmaster; and received the following answer:

DEAR SIR:

GENERAL POST OFFICE, *January 13, 1820.*

In reply to yours of to-day, I have to state that I know of no attempt to remove Mr. Southwick, or any charge against him.

Very respectfully, your obedient servant,

R. J. MEIGS, JUN.

HON. SOLOMON VAN RENSSELAER.

The petitioners also state that, in account marked B, in the printed document in this case, and among the papers, there was then a balance of over \$2,000 against said Southwick; and, in April, 1820, as will appear from the following letter from Abraham Bradley, the sum has increased to \$3,547 24.

SIR:

GENERAL POST OFFICE, *April 22, 1820.*

A balance, amounting to \$3,547 24, appears against you on the books of this Department, which it is indispensably necessary should be reduced. In making your subsequent deposits to the credit of this office with the cashier of the New York State bank, at Albany, you will have regard to the reduction of the above, as well as depositing the amount of your current quarterly balances.

I am, sir, your obedient servant,

ABM. BRADLEY, JUN.

SOLOMON SOUTHWICK, Esq.

And again, in October, Mr. Bradley writes the following:

SIR:

GENERAL POST OFFICE, *October 8, 1820.*

I find by our bank books that only \$500 was paid by you the last quarter on account of this office. You will excuse me for stating that it was understood the balance was not to accumulate, and that the demands on this office are such that they cannot be met without punctual payment.

I am, sir, your obedient servant,

ABM. BRADLEY, JUN.

SOLOMON SOUTHWICK, Esq.

The petitioners complain that Southwick was not removed until the winter or spring of 1822, at which time the balance against him was \$6,853 88, as appears by the above-named account B, in the printed case.

They ask that a law may be passed discharging them from their liability as sureties of Solomon Southwick, who is and was insolvent before his removal from office; or to authorize the proper officers to settle with them on the principles of equity and justice.

The committee have carefully examined the accounts of Solomon Southwick, and the charges made by the petitioners. In an account exhibited, and herein inserted, the various items claimed as a setoff, amounting to \$6,577 50, the first item, for receiving and despatching foreign mails \$550, and the third item, for keeping mail register five years and six months, at ten cents, making \$30 80, were admitted by the Attorney of the United States, but were not allowed by the judge to be deducted from the penalty of the bond, \$6,000 being less than the damages sustained. It will be seen, by reference to a communication from the Postmaster General, and hereunto annexed, that the petitioners were not entitled to a credit for those two items, or either of the others exhibited. Your committee are unable to perceive that the Department have in any instance, in this transaction, acted illegally or improperly; or that any negligence has been manifested in their attention to the settlement of the accounts of Mr. Southwick. On the contrary, a proper vigilance seemed to be observed throughout; and it does appear that Solomon Southwick has received every thing that was due him on account of his expenses and compensation; and that, in 1822, the time of his removal from office, the balance against him, and due the Department, being \$6,853 88, the only alternative then left the Postmaster General, Southwick being insolvent, was a suit for the penalty of the bond, to secure the Department.

Resolved, therefore, That the prayer of the petitioners is unreasonable, and ought not to be granted.

SIR:

POST OFFICE DEPARTMENT, *January 5, 1830.*

I have received and carefully examined the petition of Spencer Stafford and J. V. N. Yates, enclosed in your note of the 31st ultimo.

In reference to the items of the account to which it alludes, and in regard to which information is particularly requested, I remarked, generally, that they were submitted to the Postmaster General after the suit was commenced, and were by him rejected, with the exception of the charge of thirty dollars for mail register, which was left open; and that any similar charges, in the same circumstances, would be necessarily, and at all times, rejected.

Item 1st is a charge of \$550, for receiving and despatching "foreign mails."

In reference to this charge, it was proved (page 69 of the printed case) that Albany was a distributing office, &c. The post office at Albany was then, and is still, a distributing office; and a commission of 5 per cent. has been regularly allowed for all distributions of letters, whether destined to Canada or otherwise; but no charge, so far as I can learn, has ever been made by any postmaster at Albany, while in office, for the peculiar service of "receiving and despatching foreign mails." This, it is understood, was always performed in that direction, as it still is, by the frontier post offices near the Canada line. The counsel for the Postmaster General did, however, admit this charge on the trial, as well as that for keeping a mail register, but without reference to the Department, though it was the opinion of the judge that neither ought to be allowed.

Item 2d is a charge of \$1,350 for "receiving night mails, at 50 per cent." additional commission.

The law allows to postmasters a commission of 50 per cent. on the first \$100 of postages, when "the mail is regularly to arrive between the hours of 9 o'clock at night and 5 o'clock in the morning."

The mail was never to arrive at Albany between those hours at any time during which Mr. Southwick was postmaster; and it does not appear that he made any pretensions to this additional commission while in office.

But the charge is itself erroneous; the postmaster has already received a commission of 30 per cent. on the first \$100 in every quarterly account; and, if the mail had regularly arrived between the hours of 9 and 5 o'clock, his claim would be limited to an addition of 20 per cent., and would amount to \$440 only.

Item 3d is a charge of \$30 80 "for keeping mail register five years and six months, at 10 cents."

The law allows to such postmasters as may be required to keep a mail register 10 cents for every monthly return there to the Department.

If, in this case, the postmaster kept such register, and made regular monthly returns, he was allowed the legal compensation of 10 cents each, amounting to \$6 60 for the whole period during which he was postmaster.

This charge of \$30 80 is made by his sureties, on the mere assumption of the fact that such returns were regularly made and never allowed.

For all the other items in the account Mr. Southwick has already received full compensation; and it is to be presumed that he would not, wittingly, present such charges as an offset to his debt, knowing, as he must, that he has already received, from quarter to quarter, every cent which could possibly be appropriated by law to the expenditure of his office.

The law provides that, whenever the annual emoluments of any postmaster, after deducting the necessary expenditures of his office, shall exceed \$2,000, he shall pay over the surplus, &c.

At the close of his first official year Mr. Southwick rendered an account of his emoluments, and the expenses of his office, showing a surplus of \$242 92 in favor of the Department.

For the first year, then, his annual emoluments, or commissions, covered the expenses of his office and his personal compensation; leaving, besides, a surplus of \$242 92 to be paid to the Department.

From this year to the close of his official life he received the *whole amount* of his annual emoluments on account of his expenses and compensation, and he could not legally receive more.

The petitioners appear to have misconceived the purport of the Postmaster General's letter of January 13, 1820. In the use of the term "charge," he could have no reference to the particular state of the postmaster's account at that moment, but merely intended to state the fact that he then knew of no charge preferred against Mr. Southwick with a view to his removal from office.

As evidence was offered to show that the Postmaster General had neglected to credit the account of Mr. Southwick for a draft of 4th January, 1817, it may be proper to add, that this draft was made in favor of Stephen Rice, on account of William Haswell, then postmaster at Bennington, Vermont, and, at the close of that quarter, was duly credited to the account of Mr. Southwick, under date of 31st March, 1817.

I return, herewith, the papers accompanying your note, and have the honor to be,
Very respectfully, sir, your obedient servant,

W. T. BARRY.

HON. RICHARD M. JOHNSON,
Chairman of Committee on Post Office and Post Roads, H. R.

21st CONGRESS.]

No. 95.

[1st Session.]

ADVANCES FOR PRINTING; CHANGES IN CERTAIN CONTRACTS; NEWSPAPERS IN WHICH ADVERTISEMENTS FOR PROPOSALS ARE PUBLISHED; EXTRA CLERKS; ALTERATIONS, REPAIRS, AND FURNITURE; INCOMPETENT CONTRACTORS; DUTIES OF THE ASSISTANT POSTMASTER GENERAL.

COMMUNICATED TO THE SENATE, MAY 5, 1830.

SIR: POST OFFICE DEPARTMENT, *May*, 1830.

In obedience to the following resolutions of the Senate of the 10th ultimo, I have the honor to report:

1. "Resolved, That the Postmaster General be directed to inform the Senate whether any money has been paid by him or his predecessor in office to the present printer for Congress, in advance for work to be done; and, if so, how much, when, why, and under what circumstances."

It does not appear, from the books of the Department, that any moneys were paid by my predecessor to the present printer for Congress, in advance for work to be done; nor have any moneys been paid to him by me in advance.

A draft was made by the present printer for Congress on my predecessor in office for \$1,515 75, and accepted by him; which draft was discounted at the Patriotic Bank, and became due after I had come into the Department. It was alleged by the drawer that the draft was made at the suggestion of my predecessor, on account of printing which he intended to employ him to execute for the Department. That printing was given to others to execute, without a knowledge on my part that it had been promised to the present printer for Congress. When the draft became due, I withheld the payment, because it did not appear to be due from the Department to him; and the draft was protested. It remained under protest till after the advertisements for proposals to carry the mail were published in his paper, when he presented his account for the same; and in part payment of that account the draft was taken up.

2. "Resolved, That the Postmaster General be directed to inform the Senate whether any change has been made by him in the contract for carrying the mail between Georgetown and Charleston, South Carolina, and, if so, why, what the change is, and what the additional expense; and, also, the same information in regard to the contract for carrying the mail between Fayetteville, North Carolina, and Camden, South Carolina."

To the first inquiry in this resolution, I reply that no change has been made by me in the contract for carrying the mail between Georgetown and Charleston, South Carolina.

A contract was made by my predecessor with J. W. Janerett, to transport the mail between Georgetown and Charleston, South Carolina, from January 1, 1827, to December 31, 1830, at \$6,000 a year; which contract appears to have been transferred by Mr. Janerett, on the 1st of March, 1828, to Josiah T. Harrell. The following stipulation is contained in the contract: "It is also agreed that the Postmaster General may alter the times of arrival and departure fixed by said schedule, and alter the route, (he making an adequate compensation for any extra expense which may be occasioned thereby;) and the Postmaster General reserves the right of annulling this contract, in case the contractor do not promptly adopt the alteration required." To this, the following schedule is annexed:

"Leave Georgetown every day at 5 o'clock A. M.

Arrive at Charleston same day at 5 o'clock P. M.

Leave Charleston every day at 5 o'clock A. M.

Arrive at Georgetown same day at 5 o'clock P. M."

Agreeably to the above stipulation, the late Postmaster General altered the schedule, as appears by a letter of his assistant to Mr. Harrell, of April 15, 1828, as follows: "You will, from the 1st of next month, receive the mail at Georgetown one hour and a half earlier than you now do; and you must punctually deliver it at Charleston by 3 P. M. instead of 5 P. M."

This alteration appears to have been promptly complied with on the part of the contractor; and the late Postmaster General, by a letter of his assistant of the 3d July following, promised Mr. Harrell that "all expenses incurred by him under the direction of the Department, for any change in the transportation of the mail, should be paid; but that no payment would be made unless he would distinctly state the expense incurred."

Mr. Harrell, on the 26th of February, 1829, presented, through an honorable representative in Congress, his claim for the increased expense to which this alteration had subjected him. The late Postmaster General referred to his senior assistant to know what the change was; and the assistant stated that the same length of time was given him for performing the service which had been previously given, and that the only inconvenience to which the change subjected the contractor was that of running two hours, and crossing the Santee river in the night instead of the day, which would be inconsiderable. Upon this report of the assistant, the late Postmaster General made the following endorsement upon the claim: "As the contractor has now the same time to perform his route as formerly, it is not

perceived how he can be subjected to additional expense by having to run at night about two hours more than formerly. This must be clearly made out before any additional allowance can be made." In communicating this to the honorable representative who had presented Mr. Harrell's claim, the following clause was added by the late Postmaster General, through his assistant: "It is possible there may be some cause unknown to us, which has operated, through the alteration, to increase Mr. Harrell's expenses. If there be, there can be no difficulty in explaining it, and the Postmaster General will give immediate attention to any explanation that can be made."

This was but a few days before my predecessor left the Department, which was on the 8th of March, 1829. From that day to the 6th of April following, A. Bradley, Esq., the senior assistant, discharged the duties of Postmaster General; during which time he wrote to Mr. Harrell, through his brother, who was the other assistant, under date of March 23, 1829, advising him to procure new proof, and submit his case to the Postmaster General, after his arrival at the seat of Government, for decision.

In this state I found the claim of Mr. Harrell when I entered the Department. Agreeably to the advice previously given him, he collected the additional proof, and presented it to me. On the investigation of the case, it appeared that he had not the same time to perform his route as formerly, but was required to perform it in half an hour less time. This was established by the records of the Department, showing that he was required to start an hour and a half earlier, and arrive two hours earlier. He also showed, by the testimony of twenty-six witnesses, whose credit for veracity was certified by two honorable members of Congress, that his running two hours in the night instead of the day, and especially the greater delay occasioned by the necessity of crossing the Santee river in the night, so retarded his progress in the first part of his route, that he was obliged to apply to the service twelve horses and two drivers more than formerly, to enable him to reach the point within the time required; and that a very moderate allowance for this increased expense amounted to \$1,992 50 per annum. The alteration had been made by my predecessor, and the promise made that all increased expenses incurred in consequence of the change should be defrayed by the Department. It remained for me only to maintain the good faith of the Department by fulfilling that promise, which was accordingly done.

To the second inquiry in this resolution, I also reply that no change has been made by me in the contract for carrying the mail between Fayetteville, North Carolina, and Camden, South Carolina, which involves any expense to the Department. A very recent change has been made in the schedule of the contracts for that route, by which the mail will arrive in Augusta, Georgia, four hours earlier; in consequence of which the inhabitants of that place will receive their letters and papers twelve hours earlier than formerly; but this is effected by an improved arrangement, which will cost the Department nothing.

A contract was made by my predecessor with C. and P. Mallett to carry the mail between Fayetteville, North Carolina, and Columbia, South Carolina, three times in each week, from January 1, 1827, to December 31, 1830, for \$7,850 a year. A similar contract was made at the same time with John McLean, for carrying the mail between Columbia and Augusta, Georgia. On the 1st of November, 1827, it was increased from three to six trips a week, each way, for which the compensation to C. and P. Mallett was increased from \$7,850 to \$15,500 per year. On the 1st of January, 1828, C. and P. Mallett transferred to John McLean that part of their route which lies between Camden and Columbia, so that the whole route between Fayetteville and Augusta was divided into two equal parts; that part between Fayetteville and Camden belonging to C. and P. Mallett, and the part between Camden and Augusta to John McLean. The whole being traversed each way six times in the week, left one day in each week on which the mail rested; so that four of the mails were carried through from Fayetteville in three days, and two of them were carried through in four days. To prevent any delay in the transportation of that mail, it being the medium of the most direct communication between New Orleans and the Atlantic States, my predecessor required that there should be no resting of the mail between those two points, but that it should always be transported from Fayetteville to Augusta in three days. This order took effect from the 15th of July, 1828. Its operation required additional teams of horses, for which both the contractors claimed additional compensation. In October, 1828, John McLean presented his claim for the increased expense to which this change subjected him for his half of the route, and my predecessor allowed him an additional compensation at the rate of \$3,444 28 per annum. C. and P. Mallett at that time deferred presenting their claim, on account of family affliction. In March, 1829, they presented it, when my predecessor stated to the person through whom it was presented that he was then about leaving the Department, and would therefore prefer a reference of it to his successor for adjustment. In June following, which was about two months after I came into the Department, this claim was presented to me; and, on a careful investigation of its merits, it appeared in evidence that the additional expense which they had actually incurred amounted to \$930 a year, which sum was allowed them. The change had been made and the expense incurred by my predecessor on the whole line from Fayetteville to Augusta; and for the change my predecessor had allowed John McLean, who was the contractor for one half of the line, \$3,444 28 per year. To C. and P. Mallett, who were the contractors for the other half of the line, and whose claim had not been acted upon before I came into the Department, I admitted an allowance for the change of \$930 a year.

3. "Resolved, That the Postmaster General be directed to inform the Senate whether any change has been made by him in the mode of carrying the mail between Mobile and New Orleans, and, if so, what time has been gained, and what is the additional expense; and, also, in what other cases he has made additional compensation to contractors, how much, and for what reason, in each case."

In answer to this resolution, I have the honor to state that no essential change has been made by me in the mode which was partially introduced by my predecessor, of carrying the mail between Mobile and New Orleans.

A contract was made by him with George Suckley to carry the mail in steamboats between those two places, three times in each week, from January 1, 1827, to December 31, 1829, for \$9,900 per year. The performance, however, did not commence till March 1, 1827; when the experiment demonstrated the impracticability of performing three trips a week without incurring an expense which his contract price would never repay. He therefore carried the mail but twice a week during the continuance of his service, which was from the 1st of March, 1827, to the 21st of December, of the same year, when the steamboat was burnt. The inadequacy of the compensation, and the great loss which he had already sustained, subjected the contractor to the necessity of abandoning his contract; and in the month of February following it was annulled.

My predecessor appears justly to have regarded that route as too important to be abandoned. He therefore entered into another contract, with Rhodes and Austill, to transport the mail three times a week between those two points for \$14,000 a year. They commenced the service on the 15th of December, 1828; but the heavy expense incident to the undertaking very soon involved them in complete pecuniary ruin; and, under circumstances calling for commiseration rather than censure, they were compelled to abandon the contract; and in the beginning of June, 1829, their contract was annulled.

It was while these men, faithful to their undertaking as far as their ability extended, were sinking under the burden of their contract, that I came into the Department.

Upon the failure of Rhodes and Austill, temporary arrangements were made to have the mail transported in packets between those two places, at \$10 per trip each way, and as often as convenience, depending on wind and weather, would admit. This mode, necessarily irregular and uncertain, cost the Department at the rate of \$12,480 a year for three trips per week each way.

The mercantile interest of the country required a regular and prompt communication between New Orleans and the commercial cities of the Atlantic States. It was of vital interest to the whole of the Western States and Territories, and to the great mercantile establishments of every maritime State in the Union. The interests of agriculture, of commerce, and of manufactures, all conspired to demand it. Two unsuccessful efforts had been made for its accomplishment, which had excited high expectations, to be followed only with disappointment to the public and ruin to the contractors. The most important correspondence began to be diverted from the mail to the hazardous elements of the ocean, as less precarious than the only mode which now remained; and the consequence was, that the revenue of the Department, so far as it depended upon that source, was rapidly declining. The only remedy was a perseverance in the mode which my predecessor had wisely introduced—that of transporting the mail between

Mobile and New Orleans by steamboats. I therefore issued an advertisement, according to law, for proposals to carry it in that way. Several proposals were made, but most of them by persons of whose competency and efficiency there was no satisfactory evidence. The highest bid was for \$30,000 a year; the lowest bid, in which full confidence was warranted for a faithful performance, was \$25,000 a year. This was accepted; and the contract was made for four years, beginning in December last, with a company whose long connexion with the Department as contractors had proven them competent to any undertaking—men whose energies and perseverance are seldom equalled, and never surpassed. They have already invested nearly \$50,000 in that service. They have two steamboats in operation, and are performing to the entire satisfaction of the Department and of the public.

Before this route was established, the communication between the commercial cities and New Orleans was by way of Tennessee, Alabama, and Mississippi; by which route communications from this place could not reach New Orleans in less than twenty-two days. By means of the present connexion between Mobile and New Orleans, communications from this city reach that place in fifteen days, making a difference of seven days earlier than without this arrangement. While the commercial interests of the country are highly benefited by this improvement, the celerity and regularity with which communications are now conveyed give to the mail such decided advantages over the transmission by packets and other vessels, that correspondence between New Orleans and the Atlantic States is now carried on principally by this route; the revenue from that quarter is rapidly increasing; and it is believed that its increase, in consequence of this contract, will fully meet the whole expense of the contract.

There is no case in which I have made additional compensation to contractors, except for increased services; and in no case has the increased compensation exceeded the exact proportion of the original amount to the additional duties required. In an establishment like this, having nearly 2,000 mail routes, over which the mail is transported nearly 14,000,000 of miles in a year, and furnishing more than 8,000 post offices with regular mails, through an extensive country, the face of which is perpetually changing, it must be obvious that variations, improvements, and changes are perpetually required. Contracts are made for four years; and it will inevitably happen that some routes, of great importance at the time of making the contracts, may become of little utility before their expiration; while many others, of little consequence at the commencement, become, during the continuance of the contracts, so essentially important as to require six times the original service to meet the just expectations and necessary calls of the public. New settlements are perpetually springing up, calling for variations of mail routes for their accommodation; and, in some few instances, older settlements are so declining as to require less accommodation than formerly. These changes render the corresponding changes in mail routes, and consequently in the contracts, a subject of almost daily occurrence, and sometimes to such a degree as to alter the whole character of the contract by a new arrangement superseding the old. In some instances, the expenses are diminished by these changes; but, as they are generally required by the rising improvements of the country, so the greater portion of them are of a character which requires an increase of service, and consequently an increase of compensation. To give a detailed statement of all these changes which have required an increase of compensation, with a statement of all the reasons in each case which have induced the change, would occupy a considerable length of time, which would necessarily prevent an early answer, and probably protract it beyond the period of the present session. In every case I have carefully confined myself within the powers prescribed to the Postmaster General in the 43d section of the "Act to reduce into one the several acts establishing and regulating the Post Office Department." In no case has the allowance exceeded the *pro rata*, and in most cases it has fallen below it.

4. "Resolved, That the Postmaster General be directed to inform the Senate in what newspapers he has published, and in what newspapers his predecessor in office has published, the advertisements for contracts to carry the mails; how long those publications have continued; whether they have been made in daily, tri-weekly, or bi-weekly papers at the same time; and what is the expense of such publications."

In answer to the resolution I observe, that the law requires the Postmaster General "to give public notice in one newspaper published at the seat of Government of the United States, and in one or more of the newspapers published in the State, or States, or Territory, where the contract is to be performed, for at least twelve weeks before the entering into any contract for carrying the mail, that such contract is intended to be made." The advertisements appear generally to have been published during the whole three months, except that in 1824 and in 1826 they were continued but eleven weeks, and in 1825 but six weeks.

There are no records or documents in the Department which show all the different papers in which these advertisements have been published in the several States; but as they have all been published at the seat of the General Government, the following is a statement of the newspapers in which they have been published here, and the expense of such publications, both by my predecessor and by myself:

In 1823.		
National Intelligencer, Gales & Seaton,	\$1,711	49
Washington Gazette, Jonathan Elliot,	1,169	33
Washington Republican, R. Haughton & Co.	905	50

Expense in 1823,	-	- \$3,786 32
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In 1824.		
Nat. Intelligencer, weekly, Gales & Seaton,	\$1,012	00
National Journal, weekly, Peter Force,	-	1,001 87

Expense in 1824,	-	- \$2,013 87
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In 1825.		
Nat. Intelligencer, weekly, Gales & Seaton,	\$800	25
National Journal, weekly, Peter Force,	-	714 00

Expense in 1825,	-	- \$1,514 25
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In 1826.		
Nat. Intelligencer, weekly, Gales & Seaton,	\$1,499	74
National Journal, weekly, Peter Force,	-	1,445 62

Expense in 1826,	-	- \$2,945 36
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In 1827.		
National Intelligencer, weekly, Gales & Seaton,	-	\$2,731 25
National Journal, weekly, Peter Force,	-	2,731 25

Expense in 1827,	-	- \$5,462 50
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In 1828.		
National Intelligencer, weekly, Gales & Seaton,	-	\$3,167 87
National Journal, weekly, Peter Force,	-	3,127 50

Expense in 1828,	-	- \$6,295 37
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In 1829.		
United States Telegraph, daily, for nine weeks, tri-weekly for four weeks, and weekly, Duff Green,	-	\$2,623 50

Expense in 1829,	-	- \$2,623 50
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The last of these, viz: in 1829, was by myself; all the others were by my predecessor.

5. "Resolved, That the Postmaster General be directed to inform the Senate whether any, and, if any, what, additional clerks have been employed by him, over and above the number employed by his predecessor in office; what is the additional expense, and why it has become necessary."

In answer to this resolution, I have the honor to submit the statement annexed, marked B. exhibiting the names of all the officers and clerks, and extra and temporary clerks, employed in this Department, distinguishing those who are employed "over and above the number employed by my predecessor," by their names being *italicised*; and designating, in addition to those, the names of all who have been introduced by me into the Department since I came into office, by figures of reference; explaining by these references [at the foot of each page] all the vacancies which have occurred in the Department, being ten in number, within the same period. The statement also gives a summary of the duties performed by each, and thus explains why their employment "has become necessary." As an additional explanation, I take leave to submit a copy of my report to the chairman of the honorable select committee of the House of Representatives on the subject of retrenchment, marked A.

The whole amount of additional expense for those clerks, computing the sums paid to all who have been employed, extra, temporary, and occasional, in addition to the number employed by my predecessor, from the 1st of April, 1829, to the 1st of April, 1830, is \$3,143 42.

6. "Resolved, That the Postmaster General be directed to inform the Senate what sums have been expended by him, and what sums by his predecessor in office, in alterations and repairs, and for furniture for the Department; designating the alterations and repairs, and distinguishing between these and the furniture."

In reply to this resolution, I have the honor to state that the sum of the expenses by my predecessor in office for alterations and repairs of the Post Office building (exclusive of the amount expended for the new building) is \$3,651 79; and the sum expended under my direction is \$1,328 41.

There is no record or document in the Department that will show what sums were expended by my predecessor for furniture for the Department. The amount of expenses incurred for furniture for the Department from the time of my coming into it, as exhibited by the accounts of the office, is, for carpeting, window curtains for two windows, tables and writing desks, chairs, cases for books, presses and closets for documents, boxes for papers, fire-fenders, and shovels and tongs, \$1,938 63.

7. "Resolved, That the Postmaster General be directed to inform the Senate whether, under any contracts for carrying the mail by stage, he, or his predecessor in office, has permitted it to be carried any part of the time on horseback; specifying the cases, and giving the reasons."

To this resolution I answer, that, in many parts of the country where turnpike roads are not made, and especially in those parts of the western country, and other newly settled regions, where the lands are rich, and the roads but imperfectly formed, it is impracticable, during the muddy season of the year, to transport the mail in stages within any reasonable time. On this account my predecessor permitted, or rather required, the contractors, during such parts of the year, to pack the mail on horses, and force it through in proper time, so as to prevent the dull delays which would otherwise have been inevitable. This regulation I have not changed, believing it to have been wisely adopted, and knowing the same reasons still to exist for its continuance. But, in these cases, I have given no special permission, nor extended the cases beyond their existence at the time of my coming into the Department.

8. "Resolved, That the Postmaster General be directed to inform the Senate whether any of his contracts, or the contracts of his predecessor in office, have been given to men incompetent to perform them, and, if so, how it has happened; whether any routes have been put in operation and run on the same roads with established mails, and, if so, why; whether any mails have been turned from the directions established by Congress, and directed to different points, and, if so, for what cause; specifying the cases and the reasons."

To the first inquiry in this resolution, I reply, that, from reference to the records of the Department, it appears that contracts were sometimes made by my predecessor with persons who, from incompetence or the want of inclination, failed to perform them. Two cases are specified in my answer to the third resolution. In all such cases it has happened, I have no doubt, by his being deceived in the persons, or from their being deceived in the expense-ness of their undertaking. Some few persons to whom contracts were assigned by me, being the lowest bidders that were well recommended, failed to enter into contract, and the routes were committed to others; but whether any persons to whom I have given contracts will prove incompetent, remains to be tested. Their recommendations were very carefully examined, and no contracts were given by me to persons who were not either known to the Department, or well recommended by persons entitled to credit. None of them have yet proved incompetent; but, as my predecessor was sometimes deceived, so it is not impossible that some to whom I have given contracts may fail before their contracts expire. If so, it will have happened from the same cause.

To the second inquiry in this resolution, I reply, that in some few instances routes have been put in operation by my predecessor, and run on the same roads with established mails, for the purpose of increasing the number of mails in a week; and the operation has proved both useful and economical. In some cases, two different routes terminating at the same point run into the same road for a few miles before they terminate; but in such cases the expense is no greater than it would be if one ended where it intersected the other, because both stages would continue to the common point of termination, on account of their passengers. For example: The mail is carried from New York to Philadelphia, and from New York to Easton, Pennsylvania, in stages. Both of these run from New York to Newark, New Jersey, ten miles upon the same road. The stage from Easton, depending more upon passengers than upon the mail contract, would continue to New York if it carried the mail no farther than Newark; and, in returning, would prefer receiving the mail in New York to the delay which would be occasioned by stopping in Newark for it. The contract, therefore, costs the Department nothing more than it would do if that mail was delivered in Newark instead of New York. These contracts were made by my predecessor, and are judiciously arranged. I have found one or two instances where contracts have been made to carry the mail by different persons, under different contracts, upon the same road, at the same time. This, I have no doubt, was purely by mistake; and, on discovering it, I have discontinued one of them. I have exercised much care to avoid similar mistakes in contracts which I have made; but, if it shall be found that any such are fallen into, the same corrective will, of course, be applied.

In one or two cases I have, with a view to economy, put two different contracts in operation upon the same road. A person was carrying the mail three times a week, in stages, under a contract made with my predecessor. The rapid increase of business rendered it necessary to increase it to a daily mail. The contractor could not be required to increase his number of trips without a proportionable increase of pay; and he declined to do it for a less sum. I therefore made a contract with another person to do it, by which more than a thousand dollars a year was saved to the Department.

To the third inquiry in this resolution, I reply, that, from the commencement of the Post Office establishment, the continual changes in the state of the country appear to have called for variations in routes from the points designated by law. In many instances, variations in the beginning, which did not amount to a substantial deviation from the law, were gradually confirmed in a way quite different from what was contemplated by the law at the time of its passing, but which was believed to be justified by the subsequent changes in the country.

In 1810 the whole was regulated by an act of Congress repealing all the former laws, and establishing the routes *de novo*, as they were then running and contemplated to be run.

From that time forward the same causes appear to have occasioned, from time to time, similar variations; and the different Postmaster Generals, from that time forward, have conceived it to be their duty to make such deviations as the changes of the country demanded, and the public accommodation evidently required; regarding such compliance with the spirit and intention of the law a preferable course to that of a rigid adherence in all cases to its letter, when such adherence would tend to frustrate its intention. These changes, in the course of nineteen years, had become so considerable that, in 1829, when I came into the Department, I found a very considerable proportion of the routes, as they were then running, and continuing to be run, to vary in some respects from the points mentioned in the law. I have not, myself, given any direction to any routes which omitted the conveyance of the mail to the different points designated by Congress. A detailed statement of all the cases under my predecessor, with the reasons in each case, so far as they could now be collected from the records and documents of the Department, would require several months' labor, and render the report too voluminous for any present purpose. It is, however, believed that a revision of the whole of the laws establishing post roads (which has not been had since 1810) would be advantageous; and it is probable that a communication on that subject may be submitted to Congress at the next session.

9. "Resolved, That the Postmaster General inform the Senate what changes have been made, if any, in the actual duties of the Assistant Postmaster General since the 4th of March, 1829, and for what purposes."

In answer to this inquiry, I have the honor to submit the statement annexed, marked B, showing the division and distribution of all the duties of the Department among its officers and clerks.

On the appointment of Colonel Gardner in the place of Mr. Abraham Bradley, the same sphere of duties was assigned him, subject to the improvements which had been matured, and were announced with that appointment, for the better regulation of the receipts and disbursements of the Department.

The second assistant, Dr. Phineas Bradley, (who then became the senior,) had charge of the office of mail contracts. His absence, from the time of the change last mentioned, occasioned by his illness, and the resolution indicated by him of not returning to the Department, rendered it indispensable to assign the office of mail contracts to the care of another. It was placed under the charge of Mr. Brown, the chief clerk.

On the appointment of Mr. Hobbie to the vacancy of Assistant Postmaster General, he was assigned to a distinct division of duties, as exhibited in the statement. It was found that the want of organization of the "office of mail contracts," the absence of a route book, and of all regular books of reference, except the articles of contract themselves, and the reliance which the late second assistant was in the habit of placing almost entirely on his memory for the ready discharge of the duties of this office, rendered it impracticable for a person, without previous experience in the Department, with whatever capacity, to enter advantageously on their performance. I determined, therefore, to continue in the charge of this office the chief clerk, who has had, during fourteen years' service in the Department, much experience in this branch, and who will soon reduce to order the performance of its arduous duties, and so arrange its business and proceedings, according to the system which has been adopted, as to render them both practicable and comprehensible with facility.

The "office of appointments," on the contrary, had been very properly organized, under this title, as a distinct and independent branch of the Department, justly entitled to equal consideration with the two other divisions. It was of such importance, in the opinion of my predecessor, that he contemplated (as he wrote me) an application to Congress to provide for the appointment of an additional Assistant Postmaster General to be conferred on the head of this office. Its duties and labors, as will readily be perceived, have been greatly enlarged, and are still increasing with the growth of the Department. It embraces, besides the establishment of new post offices, all the duties connected with the selecting, appointing, commissioning, instructing, arraigning, approbating, reproofing, or discharging the postmasters throughout the Union, who may become subject to these several decisions of the Department. The legal attainments and qualifications of Mr. Hobbie highly and peculiarly fitted him for the performance of this division of duties, and it has been committed to his charge.

I find, on recurring to the gradual organization of the General Post Office, that the distribution of duties among the officers and clerks has ever been founded on the adaptation of the individual to the service to be executed. On the first appointment of an additional assistant, he was assigned to the duties of the present *Solicitor*, and the supervision of making up the accounts for the Treasury, as now performed by the *Chief Register*. The business of issuing the mail contracts was at that time performed by Doctor Phineas Bradley, then a subordinate clerk, under the direction of his brother, the senior assistant. Doctor Bradley, when promoted successively to the station of chief clerk and to the office of Assistant Postmaster General, continued in charge of the same business in the Department.

I have the honor to be, very respectfully, your obedient servant, W. T. BARRY.

HON. J. C. CALHOUN,
Vice President of the United States and President of the Senate.

A.

Report of the Postmaster General of March 19, 1830, to the Hon. Charles A. Wickliffe, Chairman of the Select Committee on Retrenchment, House of Representatives.

SIR:

In compliance with the resolution of the select committee of which you are chairman, requesting from the head of each of the Executive Departments to report whether any offices can be dispensed with, what expenses retrenched, and what improvements made in the organization of the various parts of each, to secure the proper responsibility of public agents, and promote efficiency, economy, and justice, in all their operations, I have the honor to state that no office can be dispensed with, nor expenses retrenched, in this Department, without injury to the public service; and that a brief review of the extraordinary enlargement and increase of the establishment throughout the Union will show that a corresponding enlargement of its means of business at the seat of Government is rendered indispensable to the discharge of its duties, and essential to the interests of the country. The following statement, taken from the records of the Department, exhibits its gradual increase from the earliest period:

Years.	Post offices.	Revenue.	Miles of post roads.	Clerks.	Clerk hire provided by law.
In 1790 there were	75	\$37,935	1,875		
1795 " "	453	160,620	13,207	4	\$2,000 00
1800 " "	903	280,804	20,817	7	4,250 00
1805 " "	1,558	421,373	31,076	9	9,150 00
1810 " "	2,300	551,684	36,406	12	12,330 00
1815 " "	3,000	1,043,065	43,748	15	16,580 00
1820 " "	4,500	1,111,927	72,492	21*	22,700 00
1825 " "	5,677	1,306,525	94,052	27	28,300 00
1827 " "	-	-	-	33	34,700 00
1829 " "	8,004	1,707,418	115,000	38†	39,700 00

The addition of more than one-third to the business of the whole establishment has been made in *four* years past, derived from the institution of new post offices, and the extension of mail transportation.

The increase of mail transportation on established routes causes, in the accounts of all the officers on those routes, for every additional trip, an additional entry of mails sent and received. The duties of the accounting clerks are accordingly multiplied, and, in the same proportion, the liability to and the correction of errors of postmasters increased. The establishment of new post offices adds so many new agents to the Department, to be corresponded with and instructed in relation to all its requirements and their delinquencies.

Besides the reasons derived from the rapid increase of the establishment within late years, it is well understood in the Department that, in former years, the assistance furnished to the Postmaster General has not been adequate, either to an effective system or an efficient administration of the essential duties of the office. An investigation of its former condition will verify this remark; and the long list of delinquent postmasters, and of heavy defalcations reported to Congress in 1823, furnishes ample evidence of the fact.

The defect of system, or a deficiency of labor, has most probably occasioned the loss sustained through the late postmaster at Philadelphia. It is believed that the Postmaster General could not have been apprized (previously to his order for the removal) of there being a considerable defalcation on the part of the postmaster, and the result has shown a loss of \$32,235 50.

The omission to credit a deposit of \$5,000 by the late postmaster at New Orleans, in April last, of which he has complained so loudly, could not have occurred under the present system of requiring all certificates of deposit to be transmitted, and to be entered of credit immediately on their reception.

To restrict the means of business, and of carrying into effect an adequate system, by curtailing the clerk hire at the seat of Government, would result in the reverse of economy. The collection of the proceeds of postage and of outstanding dues constitutes the *harvest* of this Department; and all experience has shown, wherever the illustra-

* From 1818.

† From 1823.

tion could be so applied, that to withhold the requisite number of *hands* from the *reaping* will scarcely justify the loss of produce by the saving of expense.

I have the honor to submit, herewith, a synopsis of the arrangement of duties and new organization of the Department, showing the present employment of more than ten clerks in addition to the number for which provision has been made by law. I found employed in the Department, on my arrival, in addition to the clerks for whose appointment legal provision had been made, *five* extra, (one being a substitute,) besides a temporary clerk. I have since found it requisite to add five more, and three temporary clerks, (with whom it is intended to dispense, so soon as the unfinished business and some extra duties shall have been performed.) The additional services of these extras have been apportioned as follows: to the senior assistant and chief clerk, under the new system of cash receipts and disbursements; to the solicitor's office, where great exertions are requisite to collect the outstanding balances, to save further losses, and to fulfil the injunctions of the law in the timely commencement of suits; to the register's office, in which the preparation of the accounts for the Treasury has been brought up from December, 1826, to the first quarter of 1828, by the present chief register, in the seven months since he has been assigned to those duties—a work of five quarters; and, in the second division of the Department, to the office of appointments, in which the correspondence and duties, since the year 1825, have accumulated more than two-fold.

This synopsis also exhibits the natural and obvious separation of the duties of the Department into three great divisions; each of these comprehending a distinct branch of service, equally and mutually essential to the existence of the establishment, to wit: the contracts for mail transportation; the establishment of post offices; and the finances of the whole. To fulfil this organization, I have asked of Congress, through the hon. Committee on the Post Office and Post Roads, provision for an additional assistant and ten permanent clerks, at salaries which will more nearly, though not entirely, equalize, in this respect, the clerks of this Department with those of the Auditors', Register's, and Comptrollers' offices, and the General Land Office. In the year 1810, when the *two* Assistant Postmasters General were provided for by law, there were in number but 401 contracts for the transportation of the mail; now, there are nearly 1,800 contracts, and a similar increase of the establishment in all its parts. My predecessor, on leaving the Department, stated, in a communication received from him, that "it was his expectation that an additional Assistant Postmaster General would be authorized by law;" and that, "owing to the course of political events, the application was not made by him, and the office was not created." In another communication respecting the extra clerks, he stated that, "during the last year, (1828,) he had expended for clerk hire, beyond the amount appropriated, \$3,653 11, for which an appropriation was not asked at the last session. It was deemed better to defer any application on this subject until the ensuing session of Congress, when the increasing business of the office will require a more permanent provision, by authorizing an additional number of clerks. The increase of business is such, in this Department, that any number of clerks which is sufficient at *this time* will not be able to perform the labor *six months hence*."

These views are respectfully submitted, of "what improvements may be made (by law) in the organization of the various parts, [of this Executive Department,] to secure the proper responsibility of public agents, and promote economy, efficiency," &c., for the consideration of the honorable the select committee.

With great respect, I have the honor to be, &c.

W. T. BARRY.

B.

[The following is a synopsis of the division of duties in this Department, communicated with the preceding report, A.]

Organization of the Post Office Department, and assignment of duties to the officers and clerks by the Postmaster General.

FIRST DIVISION.

Charles K. Gardner, *Senior Assistant Postmaster General*—Is charged with the duties appertaining to the finances of the Department; with the general supervision, under the direction of the Postmaster General, of the duties performed in the offices of this division, and particularly with the cash disbursements; with the controlling of all "incidental" accounts which are audited by the chief clerk; and with examining and reporting to the Postmaster General, when deficient, the deposits of the weekly, monthly, and quarterly proceeds of "depositing" post offices.

Book-keepers.

Thomas B. Dyer, *Principal Book-keeper*—Has the books of the North and East section,* containing 2,998 postmasters' accounts, and the contractors' accounts of this section, as well as the general accounts of the Department. Salary \$1,400.

Richard Dement, *Second Book-keeper*—Has the books of the South and West section,* containing 2,741 postmasters' accounts, and the contractors' accounts of this section. Salary \$1,100.

John F. Boon, *Third Book-keeper*—Has the books of the Middle section,* containing 2,388 postmasters' accounts, and all contractors' accounts of this section. Salary \$800.

Total postmasters' accounts, 8,117; of contractors' accounts, 1,299, &c.; making an aggregate of more than 10,000 accounts, in thirty books, to be balanced quarterly.

Solicitor's Office.

Joseph W. Hand, *Solicitor*—Has the final settlement or closing of all accounts; the collection of balances; the commencement of suits, through the district attorneys; also to correspond concerning the past accounts of all postmasters. Salary \$1,400.

William Deining—To state accounts of contractors and present postmasters. Salary \$1,000.

John G. Whitwell—To state accounts of late postmasters. Salary \$800.

John L. Storer—To state accounts of late postmasters. Salary \$800.

† John J. Lehmanowski—To state accounts of late postmasters. Salary \$800.

Pay Office.

John Suter, *Principal Pay Clerk*—Examines the accounts of all contractors for the transportation of the mail; ascertains their dues, and issues the drafts on postmasters on their routes, quarterly; he keeps the pay books, and furnishes certificates to the assistant for all checks for transportation. He is also agent for the payment of salaries in the Department proper. Salary \$1,400.

William Blair—Middle section. Salary \$1,100.

F. G. Blackford—North and East section. Salary \$800.

* The division of States into these sections, corresponding with the division of labor throughout the Department, is as follows:

North and East section.—1. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, and Connecticut. 2. New York. *Middle section.*—1. New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia. 2. Kentucky, Ohio, and Michigan Territory.

South and West section.—1. Virginia, North Carolina, South Carolina, Georgia, Florida Territory. 2. Alabama, Mississippi, Louisiana, Arkansas Territory, Tennessee, Indiana, Illinois, and Missouri.

† Occasional, or temporary clerk.

*James Coolidge(1)—South and West section. Salary \$800.

These pay clerks fill up all drafts on postmasters, (upwards of 20,000 in number, per annum,) and transmit them to the contractors.

Matthias Ross—Assists in preparing the pay books. Salary \$1,000.

Examiner's Office.

William G. Elliot, *Chief Examiner*—Charged with the credit and examining of all postmasters' accounts; receiving and depositing such remittances as are specially authorized; returning what is not receivable; and with notifying and reporting delinquents. Salary \$1,200.

Josiah J. Caldwell—Examines, corrects, and notes the balances of letters on hand. Salary \$1,000.

Joseph Haskell—Examiner for Pennsylvania and South Carolina. Salary \$1,000.

David Koonce—Examiner for Maryland and Ohio. Salary \$1,000.

Presley Simpson—Examiner for part of New York. Salary \$1,000.

Thomas E. Waggaman—Examiner for New Hampshire, Delaware, Alabama, Kentucky, Indiana, and Michigan. Salary \$800.

Joseph Sherrill—Examiner for part of New York and District of Columbia. Salary \$800.

*John G. Johnson—Examiner for Virginia, North Carolina, and Illinois. Salary \$800.

*William French—Examiner for New Jersey, Tennessee, and Missouri. Salary \$800.

*James H. Doughty—Examiner for Maine, Massachusetts, Rhode Island, Connecticut, and Canada mails. Salary \$800.

†William G. Elliot, Jun.—Assists the chief examiner. Salary \$600.

Register's Office.

David Saunders, *Chief Register*—Prepares all the accounts of the Department for the Treasury, with the vouchers; corresponds for deficient ones, and does the correspondence in the register's business, notifying the errors of all postmasters. Salary \$1,200.

John McLeod, *Register*—South and West section. Salary \$1,200.

Thomas Arbuckle, *Register*—North and East section. Salary \$1,000.

William C. Ellison, *Register*—Middle section. Salary \$1,000.

These register the accounts current of all postmasters, re-examine and note the errors in the error book.

William C. Lipscomb—Collects and files contractors' receipts, arranges abstracts, &c. Salary \$1,000.

*John Taylor—Makes abstracts of the register's books; numbers and files the quarterly accounts. Salary \$800.

†John P. Denny—Makes abstracts of the transportation accounts, and arranges their vouchers for the Treasury. Salary \$800.

†J. H. Fitzhugh—Assists in copying register's books. Salary \$500.

Attached to the First Division.

Nicholas Tastet—Keeps the assistant's bank ledger, the cash book, and the book of "depositing post offices," and makes monthly and quarterly exhibits of the bank accounts. Salary \$1,100.

Samuel Fitzhugh, *Register of Letters*—Endorses, registers, numbers, and files all letters received in this and the third division. Salary \$1,000.

Grafton D. Hanson—Records the letters of this division, and of the Postmaster General. Salary \$1,000.

SECOND DIVISION.

Selah R. Hobbie, *Assistant Postmaster General*(2)—To whom is assigned, under the Postmaster General, the charge of the duties appertaining to the establishment and regulation of the post offices; the appointment, supervision, and instruction of postmasters; and the security of remittances by mail: requiring a supervision of the offices of this division, and especially of the office of appointments; the direction of its duties and correspondence; the examination of mail routes, in order to determine the location of new offices; and the reporting of cases of applications and complaints for the decision of the Postmaster General.

Office of Appointments.

Andrew M. D. Jackson, *Corresponding Clerk*—Middle section. Salary \$1,000.

Lemuel W. Ruggles, *Corresponding Clerk*(3)—North and East section. Salary \$1,000.

Samuel Gwyn, *Corresponding Clerk*(4)—South and West section. Salary \$1,000.

Their duties consist in the perusal and endorsement of memorials, letters, and reports; notifying charges against postmasters or their assistants, and complaints of the location of offices; writing references of cases, and for statements of distances, routes, and other information; preparing abstracts of cases; attesting and issuing commissions, and aiding the assistant in the special correspondence.

John W. Overton, *Bond Clerk*(5)—Prepares the letters of appointment, of change, and of discontinuance, and the bonds; inspects the latter after execution; returns them for correction, when requisite; and records and files them. Salary \$1,000.

*Charles S. Williams, *Recording Clerk*(6)—Examines and despatches the letters of appointment and bonds; writes notices of the appointments, changes, and discontinuances made; enters them, and the statements of distances, &c. in the appointment book; keeps the register of postmasters, and the alphabetical and State books of changes, and prepares commissions. Salary \$800.

†Estwick Evans, *Letter Book Clerk*—Copies, and prepares for transmission, the letters from the office of appointments and this division. Salary \$800.

Joseph Borrowes, *Messenger*—Puts up all packets of blanks for postmasters, keys, locks, tables of post offices, laws, and instructions; keeps an account thereof, and seals commissions. Salary \$400.

Dead Letter Office.

Michael T. Simpson, *Superintendent*(7)—His duty is to examine dead letters containing articles of value; to enter, number, and transmit each, with its contents, to the writer or owner, in a letter to the postmaster nearest his residence, with receipts to be executed; and if a dead letter is returned, to note it, &c.; also to make searches; answer applications for enclosures; correspond with postmasters on the subject of dead letters sent to them for delivery, and to report special failures; also, to complete the unfinished business of filing and arranging the old papers, for thirty years past. Salary \$1,200.

†Baldwin Hunter—Compares the amount of postage of dead letters with the accounts. Salary \$400.

The watchman and two others are employed in conveying the returns between the chief examiner's room and the dead letter office; to open the dead letters, and deliver all having enclosures to the superintendent; those having no enclosures, or articles of value, are, without being read, burnt. Salary \$400 each.

Upwards of 380,000 dead letters were returned during the last year.

* Extra Clerks. † Temporary, or occasional clerks.

(1) Vice Boon, an extra of late P. M. G. made permanent, vice Scott, deceased.

(2) Vice Phineas Bradley. (3) Vice Alexander Dyer, deceased.

(4) Vice Dement, advanced, vice Hand, advanced, vice Brown, promoted.

(5) Vice Taylor, deceased. (6) Vice Storer, an extra of late P. M. G. made permanent, vice Collins, resigned.

(7) Agent of late P. M. G., vice Suter, advanced, vice Gardner, promoted.

Office of Instruction and of Mail Depredations.

P. S. Loughborough(8)—Communicates the decisions of the Postmaster General on questions referred to him by postmasters, and others, concerning the construction of post office laws and regulations; directs, under his orders, prosecutions for their violation, and for mail robberies; attends to all cases of mail losses and depredations, and the tracing of lost letters. Connected with this duty, is that of corresponding with the agents of the Department, making out their instructions, examining their reports, &c. Salary \$1,000.

THIRD DIVISION.

Obadiah B. Brown, *Chief Clerk*—Is charged with the duties of this division, and especially as superintendent of the "office of mail contracts."

Office of Mail Contracts.

The business done in this branch is the regulating and adjusting mail routes; the times of arrival and departure of mails, the frequency of their trips, and conduct of contractors and carriers; arranging, preparing, and advertising mail routes; recording and comparing, at the appointed times, proposals for contracts, with the testimonials of the bidders; completing the contracts; procuring and supplying mail portmanteaus, bags, locks, and keys; arranging distributing post offices, and the distribution to be made by them; and keeping a route book of all the mail routes and post offices thereon.

The division of duties among the clerks is as follows:

Arthur Nelson—To examine letters and petitions generally; to make briefs, and examine cases of difficulty; to note alterations on contracts; and to do the correspondence which relates to the North and East section. Salary \$1,000.

Thomas B. Addison—To keep the proposal books; to file proposals; to fill contracts and bonds for execution, and have them in general charge; to prepare them for the Treasury, and statements of them for Congress; and to do the correspondence which relates to the Middle section. Salary \$1,000.

George L. Douglass(9)—To do the correspondence which relates to the South and West section, and such miscellaneous business as is assigned to him. Salary \$1,000.

Walter D. Addison—To record all letters relating to the business of this division. Salary \$1,000.

*Richard Emmons—To collect the names and location of the post offices on each mail route in the Union, their distances from each other, and to arrange them for a route book; to enter in this all changes of routes and of offices. Salary \$800.

Office of the Chief Clerk.

Under the direction of the chief clerk, the following clerks are employed:

*Edmund F. Brown—To register all accounts of the Department, except for transportation, and all checks for moneys; to keep the chief clerk's bank account book and register; to examine and answer the miscellaneous letters committed to him. Salary \$800.

George Breathitt(10)—To prepare statements for Congress, and for the different departments; and to assist the chief clerk in miscellaneous duties. Salary \$1,000.

21st CONGRESS.]

No. 96.

[2d SESSION.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE SENATE, DECEMBER 7, 1830.

SIR:

POST OFFICE DEPARTMENT, November 30, 1830.

I have the honor to submit the following report of the transactions, condition, and prospects of this Department.

The expenditures of the Department, for the year commencing with the 1st of July, 1827, and extending to the 1st of July, 1828, were	-	-	\$1,623,893 80
The receipts, being the amount of postages returned for the same period, were	-	-	1,598,677 95
Showing an excess of expenditure beyond the revenue, for that year, of	-	-	\$25,015 85
The expenditures from the 1st of July, 1828, to the 1st of July, 1829, were	-	-	1,782,132 57
The amount of postages returned for the same period was	-	-	1,707,418 42
Showing an excess of expenditure, for that year, of	-	-	\$74,714 15
The total expenditures from the 1st of July, 1829, to the 1st of July, 1830, were	-	-	\$1,932,707 95
To wit: For compensation to postmasters,	-	-	\$595,231 93
Transportation of the mail,	-	-	1,274,009 98
Incidental expenses, -	-	-	63,463 04
The amount of postages returned for the same period, was	-	-	1,850,583 10
Exhibiting an excess of expenditure beyond the revenue, for this last year, of	-	-	\$82,124 85

This deficit of the current receipts of the last year to meet the expenditures of the Department, it will be observed, has not increased, above that of the preceding year, in so great a ratio as that of the preceding year increased

(8) Vice Blair, advanced, vice Bestor, removed.

* Extra clerks.

(9) Vice Tastet, advanced, vice Gray, removed.

(10) Vice Morgan, resigned, vice Saunders advanced, vice Tate, deceased.

beyond the deficit of the year anterior to the 1st of July, 1828. The inference deduced from this fact, as well as the increasing prosperity of the Department, will be shown more distinctly in an exhibit of the receipts and expenditures of the Department, by half-years, for the two preceding years. Thus the regular increase of the revenue of the Department will sufficiently demonstrate its ability, by its future receipts, to fulfil its extensive engagements, should no considerable charges be created, for a few years more, in addition to those incident to the present establishment.

The expenditures for the latter half of the year 1828 were	-	-	-	-	\$851,190 96
The receipts for the same period,	-	-	-	-	826,255 36
Excess of expenditure,	-	-	-	-	\$24,935 60
The expenditures of the first half-year of 1829 were	-	-	-	-	\$930,941 61
The receipts,	-	-	-	-	881,163 06
Excess of expenditure,	-	-	-	-	\$49,778 55
The expenditures of the second half-year of 1829 were	-	-	-	-	\$949,366 74
The receipts,	-	-	-	-	892,827 60
Excess of expenditure for that half-year,	-	-	-	-	\$55,539 14
The expenditures of the first half-year of 1830 were	-	-	-	-	\$984,341 21
The receipts,	-	-	-	-	957,755 50
Excess for the last half-year,	-	-	-	-	\$26,585 71

(It should be noted that the excess of this last half-year would have appeared, as it actually was, but \$17,019 16, had not a portion of the current expenditures that were made in the preceding year been entered in the accounts of the first half of the present year.)

The whole amount of postages from the 1st of July, 1829, to the 1st of July of the present year, as presented in the foregoing statement, is	-	-	-	\$1,850,583 10
The amount of postages from the 1st of July, 1828, to the 1st of July, 1829, was	-	-	-	1,707,418 42
Giving an increase in this one year of	-	-	-	\$143,164 68

The amount of available funds at the disposal of the Department on the 1st of July, 1829, was reported to be	-	-	-	\$230,849 07
Deduct the excess of expenditure for the last year,	-	-	-	82,124 85
Leaves this amount of surplus,	-	-	-	\$148,724 22

The system of financial operations, as mentioned in my report of the last year, has fulfilled all the anticipations of its efficiency. The promptitude evinced by the "depositing postmasters" in general, and the entire certainty of the accounts, both with the banks and those postmasters, exclusive of the security in all these transactions derived to the public from this system, have, in no small degree, contributed to the ability of the Department to meet its extensive demands.

In the several States, improvements in mail facilities have been loudly called for; and, in many instances, the growing population and extending settlements of the country have absolutely required them. In making such improvements, care has been taken so to extend them as to give the greatest possible accommodation at the least expense, and in such a manner as would be most likely to increase the revenue. It is in part owing to these improvements that the amount of revenue is so much augmented, though they have, at the same time, considerably increased the expenditures of the Department.

Between the 1st of July, 1829, and the 1st of July, 1830, the transportation of the mail was increased, in stages, equal to

-	-	-	-	745,767 miles a year.
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On horseback and in sulkeys,

-	-	-	-	67,104 miles a year.
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Making an annual increase of transportation equal to

-	-	-	-	812,871 miles a year,
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beyond the amount of any former period.

The annual transportation of the mail, on the 1st of July last, was about 9,531,577 miles in stages; and the whole yearly transportation in coaches, steamboats, sulkeys, and on horseback, amounted, at that period, to about 14,500,000 miles.

The existing contracts for transporting the mail in the southern division, embracing the States of Virginia, North Carolina, South Carolina, Georgia, and the Territory of Florida, will expire with the current year. In the renewal of those contracts, provision has been made for extending stage accommodations over 1,502 miles of post roads, on which the mail has hitherto been carried on horses only, or in sulkeys, and on which the annual transportation in stages will, from the 1st of January next, amount to 278,656 miles. The frequency of trips will also be increased on 894 miles of existing stage routes, to the annual increase of 138,358 miles; making, together, an increase of stage transportation of the mail, from the 1st of January next, of 417,014 miles a year.

Provision is also made for the more frequent transportation of the mail on different routes, as follows:

Increase of trips on horse routes,	-	-	-	31,824 miles a year.
Increase of trips on existing routes, changed from horse to stage routes,	-	-	-	118,456 miles a year.
Increase of trips on stage routes,	-	-	-	138,358 miles a year.

Making, together, a total increase of

-	-	-	-	288,638 m. of transportation
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of mails in a year, beyond the amount of present transportation in that division, besides the improvement of substituting stages for horse transportation.

Among these improvements are included a line of stages from Edenton to Washington, N. C.; from Newbern to Wilmington, N. C.; a steamboat line from Wilmington to Smithville; and a line of stages from Smithville, N. C., to Georgetown, S. C.; all of which are to run twice a week each way. These arrangements will complete the regular communication, by steamboats and stages, between Baltimore, Md., and Charleston, S. C., along the seaboard, by way of Norfolk, Va., Elizabeth City, Edenton, Washington, Newbern, Wilmington, and Smithville, N. C., and Georgetown, S. C.—an accommodation desired alike by the public and the Department.

Provision is also made for expediting the mail on many important routes; among which is the whole route between this place and Fort Mitchell, via Richmond, Va., Raleigh, N. C., Columbia, S. C., and Milledgeville, Geo., which line will be traversed in two days less time than at present; so that the mail will run from this city to New Orleans in thirteen days, after the 1st of January next.

Allowing the average expense of transportation by horse or sulkey to be five cents per mile, and by stages to be thirteen cents per mile, which is about the mean rate paid in the southern division, the value of these improvements exclusive of the value of increased expedition, will be as follows:

Annual amount of transportation changed from horses to stages, 278,656 miles, at 8 cents per mile, (the mean difference,) -	\$22,292 48
To be added for increased number of trips on the same, amounting, annually, to 118,456 miles, at 5 cents per mile, -	5,922 80
Increased number of trips on former stage routes, amounting, annually, to 138,358 miles, at 13 cents per mile, -	17,996 54
Increased number of trips on horse and sulkey routes, amounting, annually, to 31,824 miles, at 5 cents per mile, -	1,591 20
Making the total annual value of the improvements -	\$47,793 02

The contracts have been made for the ensuing four years from the 1st of January next, including all these improvements, at a sum less than the amount now paid for transporting the mails in that division by - \$25,047 87
To this sum add the estimated value of the improvements, as before stated, - 47,793 02

And the actual saving to the Department in the renewing of the contracts will amount, annually, to - 72,840 89

besides the very considerable amount gained in the increased expedition of the mails on many routes of great interest to the community, the value of which cannot be well estimated.

In this saving in the expense of the contracts, and the additional revenue which may be anticipated from the improvements they secure, together with the general increase of postages, which is still progressive, will be seen a foundation for the belief which has been expressed, that the current revenue of the Department for the succeeding year will be sufficient for its disbursements.

The rules that have been adopted in relation to the conduct of postmasters, placing the investigation of all official delinquencies under the immediate superintendence of an assistant, and subjecting them to the strict scrutiny of an able and vigilant officer, have been productive of the happiest results. There are, at the present time, in the United States, 8,401 post offices; and, among that number, scattered over the whole Union, it is not possible to prevent disorders, to the great loss of individuals, and sometimes of the Department, without the unremitting and undivided attention of a competent officer. The duties of this branch of the Department, under its present organization, have, however, been so discharged as to secure as great a degree of confidence in the fidelity of its officers, generally, as could have existed in any former period, when the number was comparatively small.

I have the honor to be, with great respect, your very obedient servant,

W. T. BARRY.

To the PRESIDENT OF THE UNITED STATES.

21st CONGRESS.]

No. 97.

[2d Session.]

DEFALCATION OF A DEPUTY POSTMASTER, OCCASIONED BY THE BURNING OF HIS OFFICE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 17, 1830.

Mr. JOHNSON, of Kentucky, made the following report:

The Committee on the Post Office and Post Roads, to whom was referred the petition of Barnard Kelley, of Elbert county, in the State of Georgia, have had the subject under consideration, and report:

That the petitioner, in the year 1805, was postmaster in the town of Washington, Wilkes county, in the State of Georgia; that, during that year, the house of the petitioner, in which the post office was kept, together with the vouchers of payments made to the Post Office Department, money belonging to the office, all the records belonging to the office, and *all* of the property which the petitioner possessed, was, with a trifling exception, consumed by fire; that, at the time of that conflagration, there was a balance standing charged against the petitioner in the Post Office Department of \$173 82; that the vouchers of payments made to the Department, for which the petitioner did not receive credit, added to the money belonging to the office, and which was so destroyed, were more than equal to the balance then standing against him in the Post Office Department; that judgment was recovered in the district court for the district of Georgia, in favor of the Postmaster General of the United States, against the petitioner, for the said balance of \$173 82 principal, \$218 20 interest, and \$43 80 costs, making, in the aggregate, the sum of \$435 82, all of which was paid by the petitioner. Satisfied, by the evidence submitted, that the material facts set forth by the petitioner are substantially true, your committee are of opinion that the petitioner is entitled to relief: they, therefore, report a bill.

To the Congress of the United States: The petition of Barnard Kelley sheweth:

That he was many years, previous to 1805, postmaster at Washington, in Wilkes county, State of Georgia, and conducted himself with fidelity, always accounting regularly for his receipts of postage; that, in the aforesaid year, his house, which constituted the principal part of his property, and in which the post office was kept, was destroyed by fire, whereby he lost every thing appertaining to his office, what money he had then on hand, and all his own effects—he and family having saved only their clothes and some trifling effects; that, being reduced to very indigent circumstances by this accident, the Government did not press the judgment which they recovered against him for \$173 82 for a number of years, but left him to struggle for the support of his family, without the additional pressure of their claim; that, a few years since, by the death of his wife's father, he acquired one negro man, who, with a small piece of poor land, constitutes his whole property; that your petitioner is infirm and unable to work, and his family consists of a wife and seven daughters, (one of whom is insane,) and he is entirely dependant for subsistence on the labor of these, who are unable to work in the field; that the execution of the Government has been levied on his property, and your petitioner will be reduced to absolute want if it is pressed; that he considers himself entitled to relief, because, by the destruction of his office, he was unable to settle his accounts with the Government, having been thereby deprived of his vouchers, and lost the amount of money which he had then on hand; and that, by the loss of vouchers, he was charged with an amount greater than he was really liable for: wherefore, he prays Congress will afford him such relief as they may deem proper.

BARNARD KELLEY.

AUGUST 15, 1828.

The undersigned having been residents of Washington, in Wilkes county, in the State of Georgia, in the year 1805, say that they have been well acquainted with Barnard Kelley, in the year 1805, and that they know that his dwelling-house, in which he kept the post office, was destroyed by fire in that year, and every thing burnt except some trifling effects. Having read his petition hereunto annexed, they verily believe the facts therein stated to be true.

WILLIAM WILKINS,
THOMAS WOOTTEN,
JOHN DYSON,
CH. R. CARTER,

A. M. CHARLTON,
FELIX G. HAY,
THOMAS TALBOT.

GEORGIA, WILKES COUNTY : August 22, 1828.

William G. Gilbert personally came before me, and made oath that he knew Barnard Kelley; that he was many years postmaster in this place, and that he lost his house by fire, and, as this deponent then understood, almost all his property; that he always supported the character of an honest, worthy man, and at the time he removed from this place was in very indigent circumstances, and had a large family to support.

Sworn to before me, this 23d of August, 1828.

WM. G. GILBERT.

WM. H. CRAWFORD, J. S. C. N. C.

GEORGIA, WILKES COUNTY :

Thomas Terrell personally came before me, and made oath that he knew Barnard Kelley as postmaster for many years in this place; and that he lost his house by fire, where said office was kept. I was present and saw the house burn, and, it was said, all that he had. Said Kelley supported the character of an honest man; and, when he removed from this place, was in quite indigent circumstances, and I believe he remains with a large family to support.

THOMAS TERRELL.

Sworn to before me, this 23d of August, 1828.

WM. H. CRAWFORD, J. S. C. N. C.

GEORGIA, WILKES COUNTY :

I hereby certify that I have been long acquainted with William G. Gilbert and Thomas Terrell, the persons who have subscribed the within depositions, and know them to be men of unimpeachable character, and entitled to the fullest credit.

Given under my hand and seal this 21st August, 1828.

WM. H. CRAWFORD, J. S. C. N. C.

GEORGIA, ELBERT COUNTY :

Before me, Benjamin Smith, a justice of the inferior court for said county, personally appeared Barnard Kelley, of the county and State aforesaid, who, being duly sworn, deposed and saith, that the *material* facts set forth in his petition addressed to Congress, bearing date the 15th August, 1828, which is hereunto annexed, are true. That since that date he has paid to the marshal for the district of said State (or to his deputy) the whole amount claimed of this deponent by the Post Office Department, including interest and costs, with the principal, which he, this deponent, supposes appears of record in said Department.

And said deponent further saith, that the vouchers of payments made by him to the Post Office Department, for which he *did not* receive credit, added to the money which was with said vouchers destroyed by fire when his house was consumed, was equal to the amount of the principal for which judgment was recovered against him by said Department.

Sworn to and subscribed before me this 20th October, 1830.

BARNARD KELLEY.

BENJAMIN SMITH, J. J. C.

POSTMASTER GENERAL OF THE UNITED STATES

vs.

BARNARD KELLEY.

} *Fi. Fa. from the District Court of Georgia.*

Received of the defendant, Barnard Kelley, the principal and interest, and forty-three dollars and eighty cents costs, in full of said execution, this 12th of August, 1830.

LINDSAY JOHNSON, Deputy Marshal Dist. Georgia.

Test: JOHN A. HEARD.

Principal,	-	-	-	-	-	-	-	\$173 82
Interest,	-	-	-	-	-	-	-	218 20
Costs,	-	-	-	-	-	-	-	43 80
								<u>\$435 82</u>

21st CONGRESS.]

No. 93.

[2d SESSION.]

FURTHER CREDITS CLAIMED BY A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 29, 1830.

Mr. McCREERY, from the Committee on the Post Office and Post Roads, to whom was referred the petition of William Neusum, reported:

That they have given the subject due consideration, and find that the petitioner claims compensation for clerk hire, house rent, fuel, and candles, for the space of fifteen years, during which he held the office of deputy postmaster in Norfolk, Virginia. The petitioner further states that, a short time before he resigned his said office, a suit was instituted against him by order of the then Postmaster General, and a judgment obtained for the sum of \$13,000, which reduced him to bankruptcy; that he could not avail himself of the credits which he alleges he was entitled to, which, if allowed, would have given a balance in his favor of more than \$5,000.

Your committee have carefully examined the law in relation to the Post Office Department, and are unable to find any provision that would justify the allowances claimed by the petitioner. By a reference to two letters from the late Postmaster General, it appears that the petitioner has received the full amount of commissions allowed by law,

and that a greater amount never was, nor could legally be, given to any postmaster. When the legal commissions exceed \$2,000 per annum, that excess may be applied to the objects specified in the petition, but in no case can the allowance exceed the commissions. The extra allowance claimed by the petitioner amounts to about \$1,100 per annum—a sum probably equal to all that the Department realized from the office during the time which the petitioner held it.

The petitioner further states that, in “consequence of erroneous blanks furnished by the Department, he sustained a loss of about \$1,200, which in justice ought to be allowed him.” Your committee are at a loss to understand how such mistake could occur, inasmuch as the petitioner gives no explanation; be it, however, as it may, it is only necessary to observe that it is fully within the power of the Postmaster General to correct mere mistakes at any period. Upon the whole, your committee are unable to discover any thing in this case which distinguishes the petitioner from that of any other postmaster; but, on the contrary, they are of opinion that to grant the prayer of the petitioner would be introducing a dangerous precedent, and one which would be calculated to absorb the resources of the Department; they, therefore, recommend the adoption of the following resolution:

Resolved, That the prayer of the petitioner ought not to be granted.

21st CONGRESS.]

No. 99.

[2d SESSION.]

ADDITIONAL COMPENSATION CLAIMED BY A DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1831.

Mr. McCREERY, from the Committee on the Post Office and Post Roads, to whom was referred the petition of George King, sen., reported:

That they have given the subject referred to them due consideration. The petitioner states that he has held the office of postmaster at Sharon, in the county of Litchfield, Connecticut, for a number of years, and alleges that the commission allowed by law is inadequate to the labor he has to perform in discharge of his official duties, and prays Congress to grant him such additional compensation as they may think reasonable.

Your committee deem it unnecessary to enter into a minute detail of all the circumstances connected with this case, inasmuch as the petitioner acknowledges the receipt of the legal commissions. To depart from the law and general usages in relation to the emoluments of public officers, would be a principle dangerous in its consequences and partial in its operations. The Government imposes office on none; and, if the emolument is not equal to the service required, the petitioner's course is a plain one—let him resign; and, no doubt, another can be found who will undertake the duties for the legal commissions. Therefore,

Resolved, That the committee be discharged from any further consideration of the subject.

21st CONGRESS.]

No. 100.

[2d SESSION.]

SUNDAY MAILS.

COMMUNICATED TO THE SENATE, JANUARY 22, 1831.

Joint resolution of the Senate and House of Representatives of the State of Alabama, in General Assembly convened.

Whereas much excitement exists, and a deep interest is felt, in many parts of the United States, in consequence of the powerful exertions which have been made, and are still making, to prevent the transportation of the mail on Sunday; and whereas, also, the rights and opinions of every religious sect, whether they observe the Christian Sabbath or not, are equally entitled to the respect and protection of the Government; and whereas, also, it is thought proper and expedient that the Legislature of this State should express their opinion on this important and interesting subject, as it is confidently anticipated this measure will again be brought by its friends before the present Congress of the United States: Therefore,

Be it resolved by the Senate and House of Representatives of the State of Alabama, in General Assembly convened, That the transportation of the mail on Sunday is of vital importance to the welfare and prosperity of the Union, and that its suspension on that day would be a violation of the spirit of the constitution, and repugnant to the principles of a free Government.

Be it further resolved, That the sentiments expressed in the report of the committee at the last session of Congress, in opposition to the suspension of the mail on Sunday, are entitled to the highest commendation of the friends of the constitution and of every lover of civil and political freedom.

And be it further resolved, That our Senators in Congress be instructed, and our Representatives requested, to use their exertions in opposition to any measure that may tend to retard the transportation of the mail.

JAMES PENN.

Speaker of the House of Representatives.

SAMUEL B. MOORE.

President of the Senate.

GABRIEL MOORE.

Approved: December 31, 1830.

SECRETARY OF STATE'S OFFICE, TUSCALOOSA, ALABAMA, January 3, 1831.

I do hereby certify that the foregoing resolution is a true copy from the original roll on file in this office.

JAMES J. THORNTON.

21st CONGRESS.]

No. 101.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 31, 1831.

To the Congress of the United States: The undersigned, citizens of Kentucky, by way of remonstrance, would respectfully represent:

That, from the public journals, they learn that numerous petitions have been presented to both Houses of Congress, praying for such a modification of the laws concerning the Post Office Department as to prevent the transportation and opening of the mail on the Sabbath day.

It appears that the reasons or arguments on which those petitions are founded principally resolve themselves into two: First, that the transportation and opening of the mail on the Sabbath tend to impair the moral influence of that day; and, secondly, that conscientious Christians are precluded from an equal participation in the emoluments of office.

Sensible as we are of the advantage, nay, of the necessity, of cultivating morality as a means of preserving our republican institutions in their purity, we should lament any and every act of the General Government, or its functionaries, which might have a tendency to impair moral influence of any kind. But, when we consider the objects for which the post office establishment was instituted, we are of opinion that the effectuation of these objects, deemed important to the safety and to the prosperity of the whole community, will justify, if they do not imperiously require, the *constant employment* in the Post Office Department of one individual out of many thousands, for the transmission of information necessary for the Government, desired by the people, and useful to them in all their various concerns, whether political, agricultural, manufacturing, commercial, or religious.

To preserve and secure the peace and safety of the whole was the first great object leading to the formation of the General Government. That it might be enabled, more effectually than the States separately could, to hear, see, speak, and act for the whole, with a view to ward off or repel whatsoever should menace the peace or prosperity of all or any part, numerous important powers were given by the constitution. Among these, that of "establishing post offices and post roads" is a most important auxiliary. It is through this channel that the Government is enabled at all times to hear from without, and to speak from within, through its functionaries, whatsoever is necessary for the security of the whole.

During the short existence of our Federal Government, insurrection, conspiracy, and war have successively invaded our land and disturbed our peace. In detecting their schemes and suppressing their progress, the importance of the operations of the Post Office Department must be acknowledged by all; and, as the approach of dangers is not arrested by the Sabbath, so neither should the vigilance of the Government be intermitted for a seventh part of its time. As, by the warning voice of the watchman on the tower, the city prepares for defence, so also by the continual cry of "all's well," in time of peace, the busy multitude within composedly enjoy a conscious security. The officers of our Government, civil and military, chosen by the people, or appointed by a vigilant Executive, placed in foreign countries, and within and around our extended borders, maritime and territorial, are our watchmen; and through the mail, at all times, their warning or their composing voice should be heard.

The continual operation of the mail, then, is only in compliance with one of the great duties of the Federal Government; and we cannot perceive how the necessary performance of a high public duty on the Sabbath can impair the moral influence of that day.

The petitioners, holding the first day of the week as the Sabbath, to be exclusively devoted to religious exercises, consider that the present laws and regulations relating to the Post Office Department tend to prohibit "the free exercise of religion," because of their conscientious scruples against performing official duties on Sunday. Claiming credit as they do for their superior *republican* patriotism, in thus wishing to chasten the morals of the nation, how can they ask such a change of the laws, as, while it relieves themselves, places others of their fellow-citizens in precisely the same predicament from which they would escape? Will they answer that it is because a large *majority* of the religious professors in the United States agree as to their Sabbath? Surely not; because the constitutional prohibitions intended to secure the rights of conscience were introduced solely for the purpose of protecting the rights of *minorities* in matters of conscience. The aggregate of all the professors in all the sects forms but a small minority of the people whose interests would be affected by the change; the petitioners, it is believed, only a small portion of that minority. And, if we may judge from the number and respectability of those who have filled the offices of the Department, from the highest to the lowest, many of them professors of religion, we must believe that the number who would be excluded from office by their conscientious scruples would be astonishingly small; so small, indeed, that their numbers would be far short of that sect (whose religion, however denounced by the petitioners, is equally protected by the constitution) who pay a sacred regard to the ancient Sabbath, the seventh, instead of the first day of the week.

Not disposed to implicate the motives of the petitioners in asking the change, as they have done the motives of those who enacted and those who now prefer the existing laws, we are willing to concede to them an unconsciousness of the evils which would be the consequence of their measures. It is rather a matter of gratulation that their right to petition for a redress of even imaginary grievances is guaranteed by the same instrument which secures to all the right of conscience. It is from the same high authority that we claim the right to remonstrate against the changes they propose; changes which, besides weakening the Government, by relaxing its vigilance, would tend to introduce the very evils against which the first article in the amendments to the constitution was intended to guard—the blending of religious creeds with civil polity, or, in other words, the ultimate "union of church and state."

Acting according to the spirit of the constitution, (to its praise be it spoken,) our Government, as such, inquires not, and knows not, what is orthodox in matters of religion. All who are subject to its authority, as well as all who are employed in its service, are regarded equally as citizens, irrespective of their professions or creeds. And however long and generally the functionaries of our Government, in their individual or corporate capacities, may have conformed to the general and laudable custom of observing the Sabbath, it has been voluntary. But when once the Congress shall have assumed the right of deciding by a legislative act the orthodoxy of this or any other point of religious controversy, the magic spell will have been broken which has excluded religious intolerance from our civil tribunals. The next step, after selecting by law a day for religious worship, will be to enforce its observance. This point attained, it will be deemed requisite that the functionaries of Government shall be professors; and the *profession* of religion will soon be considered and assumed as a qualification paramount to those of political information and practical experience. The people once accustomed to regard the religious professions of men as a test of qualification for office, how easy will it be to transfer the test of *profession* in a candidate to the particular *modification* of his faith. Hence will arise a theatre for the exhibition of all the activity, all the ambition, and all the intolerance of sectarian zeal. Some sect, whose tenets shall at the time be most popular, will ultimately acquire the ascendancy.

The civil and ecclesiastical power once united in the hands of a dominant party, the people may bid adieu to that heart-consoling, soul-reviving religious liberty, at once the price of the patriot's blood, and the boon of enlightened wisdom; a liberty no where enjoyed but in the United States; a liberty which, the early history of our own country teaches us, the first settlers of America, who fled themselves from religious persecution in the *old world*, denied to their fellow-citizens in the *new*, so soon as they, in the administration of their Government, introduced the dangerous principle of making religious opinion a test of qualification for civil power.

It was to secure the inestimable privilege of worshipping God according to the dictates of conscience, against the misguided zeal of even their own representatives, that its enlightened framers ingrafted into the Federal constitution

the prohibitory clauses on congressional legislation. And here we will take occasion to express our high admiration and unqualified approbation of that inestimable principle established in the constitution—of leaving the religion of the people free as the air they breathe from governmental influence. That principle, the offspring of American patriotism, in its benign, liberal, and comprehensive design, emulates the great, the obvious, the benevolent attributes of DEITY, who, in the bounteous dispensations of his providence to the inhabitants of the earth, as the kind Parent of all, regards not the times or seasons of their devotional exercises, but, with liberal and impartial hand, “makes his sun to shine on the evil and the good, and sends the rain upon the just and the unjust,” imparting to all in the same latitudes the same principles of nature, which afford them health and sustenance; leaving the degree of their enjoyment of his blessings to depend on the industry with which they shall imitate his untiring bounty, to the diligence with which they shall seek truth, and to the sincerity with which they shall cultivate towards each other that universal benevolence which he so freely bestows upon all.

Entertaining these views, the undersigned would earnestly, but respectfully, remonstrate against any change in the existing laws whereby the celerity of communicating information may be diminished; but more especially against any legislative act, which might, by any possibility, be construed into a preference for any one mode of faith or religious opinion whatever.

JANUARY, 1831.

21st CONGRESS.]

No. 102.

[2d Session.]

IRREGULARITY OF THE EASTERN MAIL.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 11, 1831.

SIR:

GENERAL POST OFFICE DEPARTMENT, *February 10, 1831.*

In obedience to a resolution of the House of Representatives requesting the Postmaster General to “communicate to the House the causes of the irregularity of the arrival of the eastern mail, to what the failure is attributable, and what remedy can be provided to prevent the delay,” I have the honor to state that the recent snow storm so obstructed the roads as to render them, in some instances, wholly impassable; and nothing but the unwearied and almost unexampled exertions of efficient and enterprising contractors, in the midst of the tempest, could have procured a passage for the mail through the immense drifts of snow, which are represented to have been in many places from five to twenty feet in height. This impediment, it is presumed, will not be of frequent occurrence; yet it is anticipated that the melting of the snow, especially if attended with rain, will so swell some of the streams on the route as to cause a few more failures. I am further advised that this mail is occasionally retarded in its progress by the rise of water and floating of ice in the Susquehanna river, and the condition of about forty-four miles of the road between Philadelphia and Baltimore, which, like most other roads not *turnpiked*, is rendered bad by rain, &c. The only “remedy” which, it is conceived, “can be provided to prevent the delay,” is to obviate the difficulty in crossing the streams, and *turnpike* that part of the road to which allusion has been made.

I have the honor to be, respectfully, your obedient servant,

W. T. BARRY.

HON. ANDREW STEVENSON, *Speaker of the House of Representatives.*

21st CONGRESS.]

No. 103.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE SENATE, FEBRUARY 14, 1831.

Whereas a variety of sentiment exists among the good people of the United States on the subject of the expediency or in expediency of stopping the transportation of the mail on the Sabbath day; and inasmuch as Congress has been and is still urged to pass an act restricting the carrying of the mails to six days in the week only, by petitions and memorials from various quarters of the Union; and inasmuch as it is believed that such an innovation upon our republican institutions would establish a precedent of dangerous tendency to our privileges as freemen, by involving a legislative decision in a religious controversy on a point in which good citizens may honestly differ; and whereas a free expression of sentiment by the present General Assembly on the subject may tend, in a great degree, to avert so alarming an evil as the union of church and state:

Therefore resolved by the people of the State of Illinois, represented in the General Assembly, That the able report made by Colonel Richard M. Johnson, of Kentucky, in the Senate of the United States, on the 19th January, 1829, adverse to the stoppage of the transportation of the mails on the Sabbath, or first day of the week, meets our decided approbation.

Resolved, That the Governor be requested to transmit copies of the foregoing preamble and resolution to our Senators and Representatives in Congress, with the request that they use their exertions to prevent the passage of any bill which may, at any time, be introduced for such purpose.

We certify the foregoing to be a true copy of a resolution adopted by the General Assembly of the State of Illinois at their present session.

JESSE B. THOMAS, JUN.,
Secretary to the Senate.
DAVID PRICKETT,
Clerk to the House of Representatives.

JANUARY 21, 1831.

[21st CONGRESS.]

No. 104.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 24, 1831.

At a large and respectable meeting of the citizens of Windham county, convened, agreeably to previous notice, at the hall of E. Lincoln, in Wilmington, on the 12th day of January, 1831, General Abner Perry, of Dover, was called to the chair, and Samuel P. Skinner appointed secretary.

On motion, the following resolutions were unanimously adopted:

Resolved, That we disapprove of the measures adopted by a certain party, styling themselves the Christian party in politics, which, under moral and religious pretences, are officiously and unremittingly intermeddling with the religious opinions of others, and endeavoring to effect, by law, and other means equally exceptionable, a systematic course of measures, which, we believe, are tending to favor the dominancy of particular creeds, militating against the equal rights and liberties of all, infusing a spirit of religious intolerance and persecution into the political institutions of the country, and which, unless opposed, will result in a union of church and state, a change in the character of our Government, and the destruction of the civil and religious liberties of the people.

Resolved, That a committee of seven be appointed to draught resolutions expressive of the sense of this convention.

Resolved, That a committee of seven be appointed to draught a memorial to Congress against the petitions for a proposed restriction of the post office regulation in relation to Sabbath mails.

In pursuance of the second resolution, the following gentlemen were appointed a committee: H. H. Winchester of Marlborough, General Aaron Barney of Guilford, Ebenezer Jones, Esq. of Dover, Jonathan Flagg, Esq. of Wilmington, Silas Lamb of Newfane, Rufus Carley of Whitingham, and James Plumb of Halifax.

In pursuance of the third resolution, the following gentlemen were appointed a committee: Hon. John Roberts of Whitingham, Colonel John Pulsipher of Wilmington, Russel Fitch, Esq. of Brattleborough, J. D. Bradley, Esq. of Westminster, E. Ranson, Esq. of Townshend, R. M. Field, Esq. of Newfane, and Colonel William Acherson of Rockingham.

On motion, it was unanimously voted to adjourn this convention to meet again on the 19th instant, at the hall of Anthony Jones, in Newfane, at 11 o'clock, A. M., when and where the friends of civil and religious liberty in the county of Windham are respectfully invited to attend.

Voted, That the proceedings of this convention be signed by the chairman and secretary, and a copy thereof transmitted to the printer of the Brattleborough Messenger, with a request that he publish the same.

S. P. SKINNER, *Secretary*.ABNER PERRY, *Chairman*.

At an adjourned meeting of the friends of civil and religious liberty in the county of Windham, holden at the court-house in Newfane, on the 19th day of January, 1831, General Abner Perry in the chair, the following memorial was reported by R. M. Field, Esq., chairman of the committee appointed to draught the same:

To the Senate and House of Representatives of the United States of America in Congress assembled: The memorial of the undersigned, in behalf of the citizens of the county of Windham and State of Vermont, respectfully represents:

That your memorialists have observed with unfeigned concern the efforts which have been made, and, as they believe, are still being made, to procure the passage of a law of Congress, prohibiting the transportation of the mail on the first day of the week; and, although your memorialists repose entire confidence in the wisdom of the national councils, yet are they impelled, by a sincere conviction of the pernicious tendency of the proposed law, to approach your honorable bodies, and respectfully submit their views to your consideration.

Your memorialists would not have deemed it their duty to come before the National Legislature at this time with any expression of their sentiments, if the petitioners against Sunday mails had founded their request in motives of state expediency or public convenience; but they have remarked, with anxiety and alarm, that the proposed law is solicited on the assumed ground that the first day of the week is set apart by God for rest and religious worship. This request is a source of anxiety to your memorialists, because it presents to your honorable bodies a question of a purely religious nature; and of alarm, because the decision of that question necessarily involves a principle dangerous, as they believe, to the rights and liberties of the citizen.

Your memorialists will here observe, that the divine institution of the Sabbath, upon which the request of the petitioners is founded, is by no means assented to by the whole Christian church. On the contrary, many learned and pious prelates have contended, with great force of argument, that the Sabbath was an ordinance applicable only to the Jewish nation, and that it was abolished, along with the other Jewish ordinances, on the coming of Christ. Your memorialists are disposed to waive the discussion of the merits of this theological controversy, as well from a regard to the unprofitable nature of the controversy, as from the consideration that they are addressing not an oecumenical council of the church, but the constituted organs of civil government. But believing, as your memorialists do, that, in the passage of the proposed law, the power of Congress to decide this religious dispute, to determine the divine institution of the Christian Sabbath, and to declare its inviolability, is necessarily implied, they will meet the question on the simple ground that no such power is vested in your honorable bodies, and that its exercise would be repugnant to the spirit of our institutions and the letter of the constitution. The Government of these States embraces within the pale of its protection the followers of various religions and sects, distinguished by different and often opposite rules of faith, doctrines, and modes of worship. To all these, whether Jews, Mahometans, Pagans, or Christians, it is the design of the constitution and the duty of the Legislature to extend equal rights and privileges. To recognise by law the divine origin of the tenets of one sect, to the exclusion of others, would be partial and unjust; and to give a legislative sanction to the truth of the dogmas of all, would be manifestly absurd. Nor could it fail to be perceived that, as the mysterious and unseen things of religious faith are confessedly above the grasp of human reason, so are they beyond the sphere of human legislation. To avoid, therefore, the injustice of partial legislation and the inconsistency of rectifying contradictory tenets, and also from a regard to the imperfection of human laws, when applied to the sublime mysteries of theology, all wise government has limited its action to civil and political rights and relations alone, the only legitimate subjects of its cognizance; while the religious doctrines and observances of the citizen are left to the direction of his own reason, aided by such manifestations of the divine will as God has vouchsafed to give to his creatures. Upon these principles it is believed that civil authority has been delegated to Congress, and upon them that authority has hitherto been most scrupulously administered. Your memorialists consider the proposed law as inconsistent with those principles, and a clear deviation from that established course of government which reason dictates, and the experience of more than fifty years has sanctioned by the happiest results. They are not, indeed, insensible to the many artful pretexts by which the petitioners have endeavored to conceal their object, for the purpose of escaping from the odium which would justly attach to any request for the legal confirmation of a religious tenet. And while your memorialists condemn the pious fraud which would deceive and mislead the public mind in order to aggrandize a sect, they do not fail to recognise in that fraud a reluctant tribute to the truth of those principles for which they are contending. But, stripped of the disguise in which it is enveloped, and reduced to a plain

and intelligible proposition, the request of the petitioners amounts, in the opinion of your memorialists, to nothing less than a prayer to your honorable bodies to incorporate a sectarian dogma into the statutes of the land.

Your memorialists also believe that the proposed measure is obnoxious to an insurmountable objection, derived from that clause of the constitution which prohibits Congress from passing any law respecting an establishment of religion. The cautious phraseology in which this prohibition is expressed is worthy of notice, as evincing an extreme jealousy of all governmental interference in matters of religion. Your memorialists confess themselves incapable of conceiving any method of establishing a religion, unless it be by the establishment of its tenets; nor are they able to discover any principle which authorizes your honorable bodies to make one dogma of Christians part and parcel of the law of the land, which does not also justify the transposition of their entire creed into the civil code. A religion, thus taken into the special favor of the Legislature, and all its doctrines, rites, and ceremonies ratified and promulgated by act of legislation, would constitute an establishment as firm and as perfect as the most zealous bigot could well desire. It would require but an additional act, enjoining conformity upon the citizen under pains and penalties, to vie with the corrupt establishments of Europe, during the darkest period of ecclesiastical tyranny. Such are the theoretical results of the principle assumed by the petitioners, and such might be its practical consequences. Your memorialists are, therefore, constrained to believe that the proposed measure may justly be classed under that species of pernicious legislation against which the prohibitory clause of the constitution just mentioned is specially directed. It is, indeed, objected by respectable authority that the refusal of Congress to prohibit Sunday mails amounts to a decision upon the divine institution of the Sabbath adverse to the petitioners. To this conclusion your memorialists are unable to bow. Its fallacy lies on the surface, and evidently consists in mingling two distinct inquiries. The divine law is one question, but the power of your honorable bodies to declare that law is quite another; yet the objection confounds both together, and, by a wretched logic, perverts a refusal to take cognisance of a religious controversy into a decision of the merits of that controversy.

Your memorialists cannot discover any real force in the arguments by which the petitioners against Sunday mails have endeavored to fortify their request. The petitioners object that the present law compels the citizen to violate the Sabbath. If, by this objection, they mean to affirm that there is any legal compulsion in the case, the position is evidently false, inasmuch as all contracts with the Post Office Department are purely voluntary; but if they intend a moral compulsion arising from pecuniary inducements, then, indeed, it has been well answered that their affected piety becomes the mere pretext of a mercenary speculation.

The prohibition of Sunday mails is also defended on the ground that the conscience of the Christian is wounded by what he considers a profanation of holy time. This reason seems to your memorialists entirely unsatisfactory; for, although they would deprecate the infliction of unnecessary pain upon the feelings of any religious sect in the community, they cannot assent to a doctrine by which the operations of Government would be necessarily thwarted, and public convenience sacrificed. Neither does the doctrine seem to be susceptible of any just limitation. The Jew, who rests on the seventh day, and the Mahometan, who regards the sixth as sanctified by God and his prophet, may possess consciences as tender as, under this Government, they surely have rights as sacred, as the Christian; yet they witness the like profanation of sacred time. Nor has it ever been supposed that national wrongs were to remain unredressed, or insulted national honor unavenged by arms, because a numerous and respectable sect could not look upon warfare with conscientious composure. If the consciences of Christians be so rigid and unbending that they cannot attend to the business of the post office on Sunday, they already receive, in an exemption from duties which they cannot conscientiously perform, all that they can reasonably demand, or the Government with propriety or safety grant. Nor is it difficult, in the opinion of your memorialists, to detect in the request of the petitioners a masked intolerance, which, under the pretext of a wounded conscience, would dictate to all mankind their religious faith and observances. In conclusion, your memorialists would remark, that, as the immediate effect of the proposed law would be the aggrandizement of a sect, so its tendency would be to produce an ultimate union of church and state; and your memorialists do not hesitate to avow their sincere belief that this tendency has mainly instigated the efforts of the petitioners. To no other motive can be imputed the ardor with which those religionists are pressing into the halls of legislation to ingraft their dogmas on the statute book; and to no other cause can be ascribed their intemperate zeal, which, in the pursuit of its object, disregards the constitutional barriers erected against ecclesiastical usurpation.

Against the union of church and state all history raises its warning voice. Religion becomes corrupted and debased by the alliance, and sinks into an intolerant superstition; and civil liberty never yet found a deadlier foe than bigotry armed with the sword of temporal power. Nor are your memorialists deluded by any professions of benevolent motives on the part of the petitioners. They recognise in those professions the common artifice of ecclesiastical ambition—of that ambition which deceives only to destroy; which rears in its van the emblems of meekness, charity, and philanthropy, and carries in its train the engines of persecution, torture, and massacre; which commences with soothing flattery, and ends in a furious and brutalizing tyranny; which sweeps from its path every vestige of civil and religious liberty, and perishes at last (as perish it must) gorged with human blood, the victim of its own detestable depravity. Benevolence was the pretext of the papal tyranny and its sanguinary persecutions. The massacre of St. Bartholomew's, the butcheries of the inquisition, and the atrocities without number which stain every page of the Christian annals, were all committed in the name of a merciful God, and through a zeal for the reform of his orthodox church.

The true religion of the mild and merciful Jesus, like her author, is meek and humble: she never aspired to earthly dominion, or sought aid from the arm of civil power; the sceptre and the diadem of temporal sovereignty are as a brittle reed in her hand and a crown of thorns on her head. Relying on her own excellencies, she defies all human opposition, and spurns away the support of all human legislation, as a species of defence suited only to a false and bloody superstition.

Your memorialists rely with implicit confidence on the wisdom and firmness of your honorable bodies in protecting the civil and religious rights of your memorialists and their fellow-citizens from ecclesiastical encroachments.

On motion of E. Ranson, Esq. of Townshend, the foregoing memorial was unanimously adopted.

The following resolutions, reported by the committee appointed to draught the same, were unanimously adopted:

Resolved, That all men have a natural and unalienable right to adopt such modes of worship and such a religious faith as their judgment shall dictate, and that no power is delegated to any legislative body in this country to contravene this right; and that any attempts to settle by law contested or disputed points of religious belief, or to enforce by legislative enactment a construction of the word of God, would be a gross violation of the rights of conscience, and a palpable infraction of the constitution.

Resolved, That all legislative enactments intended to prohibit the transportation and opening the mail on the first day of the week are opposed to the spirit and letter of that constitution, which forbids a preference of one religious sect over another, and guarantees equal rights and privileges to all.

Resolved, That we discover, with regret and alarm, in the indefatigable efforts of the Christian party in politics, the germ of that most horrible tyranny, the tyranny of priestcraft, which has for ages wrested from the nations of Europe those inestimable privileges, religious liberty and the rights of conscience.

Resolved, That Colonel R. M. Johnson is entitled to the applause and gratitude of his countrymen for his bold and manly efforts in resisting the repeated attempts of the Christian party in politics in obtaining the passage of a law prohibiting the opening and transportation of the mail on the first day of the week, and for his able and talented reports against the prayer of the various petitions for the same.

Resolved, As the sense of this convention, that a committee of five be appointed, who shall be denominated the Central Committee of Vigilance for the county of Windham, whose duty it shall be to call future meetings at such times and places as they shall deem expedient, and to correspond with like committees which now are or may hereafter be appointed in other counties in this State.

In pursuance of the last resolution, the following gentlemen were appointed a committee: Hon. John Roberts of Whitingham, General Aaron Barney of Guilford, Ebenezer Jones, Esq. of Dover, Thaddeus Alexander, Esq. of Athens, and Colonel William Acherson of Rockingham.

On motion of General M. Field.

Resolved, That our Senators and Representatives in Congress be requested to oppose the passage of any law prohibiting the opening and transportation of the mail on the first day of the week.

Resolved, That the foregoing memorial and resolutions, with the proceedings of this convention, be signed by the chairman and secretary, and a copy thereof transmitted to Congress; and that like copies be transmitted to the editors of the Boston Trumpet and Brattleborough Messenger, with a request that the same be published.

ABNER PERRY, *Chairman*.

S. P. SKINNER, *Secretary*.

[21st Congress.]

No. 105.

[2d Session.]

NETT AMOUNT OF POSTAGE ACCRUING AT EACH POST OFFICE, FOR THE YEAR
ENDING MARCH 31, 1830.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 28, 1831.

SIR:

POST OFFICE DEPARTMENT, *February 26, 1831.*

In obedience to a resolution of the House of Representatives passed March 1, 1825, I have the honor to transmit you, herewith, a statement of the nett amount of postage accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1830; and showing the nett amount accruing in each State and Territory.

With great respect, I have the honor to be your obedient servant,

W. T. BARRY.

The Hon. ANDREW STEVENSON,
Speaker of the House of Representatives.

A statement of the nett amount of postages accruing at each post office in each State and Territory of the United States, for one year ending March 31, 1830; and showing the nett amount accruing in each State and Territory; made in obedience to a resolution of the House of Representatives, passed March 1, 1825.

MAINE.

Abbot, - - -	\$11 89	Calais, - - -	\$547 60	Fort Brewer, - - -	\$4 22
Addison Point, - - -	16 68	Camden, - - -	289 50	East Corinth, - - -	11 66
Albany, - - -	12 05	Canaan, - - -	33 61	East Dixfield, - - -	2 62
Albion, - - -	60 21	Canton, - - -	23 75	East Elliot, - - -	18 61
Alfred, - - -	24 63	Cape Noddick, - - -	34 94	East Howland, - - -	4 08
Alna, - - -	61 17	Carmel, - - -	11 51	East Livermore, - - -	21 90
Andover, - - -	34 55	Carthage, - - -	7 06	East Machias, - - -	182 90
Anson, - - -	86 14	Castine, - - -	556 74	East Madison, - - -	4 13
Appleton, - - -	34 00	Centre Minot, - - -	12 33	East Minot, - - -	1 06
Athens, - - -	71 21	Centre Sidney, - - -	13 71	East Pittston, - - -	15 32
Atkinson, - - -	30 25	Charleston, - - -	34 35	East Pond, - - -	66
Augusta, - - -	820 90	Chesterville, - - -	37 50	Eastport, - - -	800 81
Avon, - - -	5 66	China, - - -	135 79	East Redfield, - - -	13 10
Bald Hill, - - -	6 10	Clinton, - - -	43 28	East Rumford, - - -	8 73
Baldwin, - - -	20 13	Columbia, - - -	60 28	East Shapleigh, - - -	16 20
Bangor, - - -	1,760 32	Concord, - - -	5 69	East Thomaston, - - -	114 34
Bath, - - -	1,033 75	Cooper, - - -	10 19	East Turner, - - -	3 75
Belfast, - - -	792 45	Chandlerville, - - -	8 94	East Vassalborough, - - -	48 50
Belgrade, - - -	18 95	Corinna, - - -	23 51	East Wilton, - - -	13 31
Belgrade Mills, - - -	1 74	Corinth, - - -	19 51	East Winthrop, - - -	15 56
Belmont, - - -	23 51	Cornish, - - -	33 30	Eddington, - - -	21 42
Berwick, - - -	36 88	Cooper's Mills, - - -	2 02	Eden, - - -	61 88
Bethel, - - -	50 74	Cornishville, - - -	9 50	Edgecomb, - - -	19 69
Bingham, - - -	27 98	Cornville, - - -	13 07	Elliot, - - -	22 26
Blakesburg, - - -	19 76	Craigie's Mills, - - -	47 99	Ellsworth, - - -	320 01
Bloomfield, - - -	70 37	Cumberland, - - -	46 92	Emden, - - -	8 59
Blue Hill, - - -	102 55	Cumberland Centre, - - -	12 13	Emeria's Mills, - - -	50 35
Bolster's Mills, - - -	13 00	Cumberland East, - - -	44 97	Etna, - - -	9 16
Brookbay, - - -	78 90	Damariscotta Mills, - - -	49 84	Exeter, - - -	62 37
Bowdoin, - - -	20 90	Dam's Mills, - - -	18 86	Factory Village, - - -	36 72
Bowdoinham, - - -	181 99	Danville, - - -	23 54	Fairfield, - - -	39 90
Brewer, - - -	40 93	Dearborn, - - -	5 40	Fairfield Corners, - - -	14 49
Brewer Village, - - -	47 10	Deer Isle, - - -	79 30	Farmington, - - -	116 09
Bridgeton, - - -	63 14	Denmark, - - -	17 66	Farmington Falls, - - -	27 56
Bristol, - - -	65 45	Dennysville, - - -	43 94	Fayette, - - -	27 86
Bristol Mills, - - -	61 04	Dexter, - - -	38 85	Foxcroft, - - -	36 28
Brooks, - - -	25 09	Dixfield, - - -	44 83	Frankfort, - - -	227 87
Brookville, - - -	11 56	Dixmont, - - -	49 91	Freedom, - - -	9 45
Brownfield, - - -	26 40	Dover, - - -	45 79	Freeport, - - -	141 65
Brown's Corner, - - -	49 32	Dresden, - - -	56 16	Fryburg, - - -	115 78
Brownsville, - - -	15 02	Dresden Mill, - - -	40 89	Gardiner, - - -	799 67
Brunswick, - - -	853 97	Durham, - - -	43 12	Garland, - - -	32 62
Buckfield, - - -	52 84	Dutton, - - -	5 54	Gilead, - - -	10 92
Bucksport, - - -	336 50	East Alna, - - -	2 29	Goff's Corners, - - -	21 29
Buxton, - - -	53 00	East Baldwin, - - -	7 16	Gorham, - - -	160 98
Buxton Centre, - - -	26 73	East Bethel, - - -	8 11	Gouldsborough, - - -	32 70

MAINE—Continued.

Gray, - - -	\$57 23	North Bridgeton, - - -	\$27 12	South Bridgeton, - - -	\$10 20
Great Works, - - -	8 42	North Bucksport, - - -	31 03	South China, - - -	23
Greene, - - -	51 66	North Castine, - - -	17 29	South Hartford, - - -	4 45
Greenwood, - - -	6 59	North Clinton, - - -	7 35	South Leeds, - - -	5 84
Guilford, - - -	20 94	North Edgecomb, - - -	17 18	South Montville, - - -	5 73
Hallowell, - - -	1,093 77	North Hartford, - - -	9 76	South Ovrington, - - -	14 82
Hallowell Cross Roads, - - -	15 35	North Leeds, - - -	5 63	South Otisfield, - - -	5 29
Hampden, - - -	136 71	North Livermore, - - -	30 73	South Paris, - - -	23 83
Hancock, - - -	6 76	North Newport, - - -	2 82	South St. George's, - - -	14 36
Harmony, - - -	36 60	North Norway, - - -	10 24	South Solon, - - -	6 51
Harrington, - - -	12 95	North Paris, - - -	4 24	South Vassalborough, - - -	25 64
Hartford, - - -	11 51	North Parsonfield, - - -	19 98	South Waterford, - - -	11 38
Hartland, - - -	100 03	Northport, - - -	21 59	Southwest Harbor, - - -	55 68
Hebron, - - -	20 85	North Raymond, - - -	1 98	South Windham, - - -	11 78
Hiram, - - -	36 52	North Ripley, - - -	2 57	South Yarmouth, - - -	56 10
Hollis, - - -	82 25	North Salem, - - -	8 63	Standish, - - -	55 53
Hope, - - -	36 19	North Searsmont, - - -	10 45	Stark, - - -	16 26
Houlton, - - -	284 32	North Somers, - - -	3 46	Stetson, - - -	8 80
Hussey's Mills, - - -	25 91	North Turner, - - -	7 97	Steuben, - - -	49 41
Industry, - - -	27 69	North Vassalborough, - - -	29 45	Strong, - - -	9 87
Jackson, - - -	17 70	North Whitefield, - - -	3 21	Sullivan, - - -	64 31
Jay, - - -	35 08	North Yarmouth, - - -	64 96	Summer, - - -	24 17
Jefferson, - - -	25 18	Norway, - - -	90 57	Sunkbaze, - - -	10 83
Jonesborough, - - -	21 91	Oak Mills, - - -	3 79	Surry, - - -	24 78
Keith's Mills, - - -	10 12	Ogunquit, - - -	8 87	Swanville, - - -	24 27
Kennebunk, - - -	333 32	Oldtown, - - -	101 89	Sweden, - - -	7 33
Kennebunk Port, - - -	240 91	Orland, - - -	44 84	Temple Mills, - - -	12 65
Kent's Hill, - - -	54 73	Orono, - - -	100 92	Thomaston, - - -	644 96
Kilmarnock, - - -	9 43	Orrington, - - -	39 51	Thorndike, - - -	15 58
Kingfield, - - -	22 73	Otis East, - - -	11 10	Topsham, - - -	176 59
Kirkland, - - -	5 65	Otisfield, - - -	21 08	Trenton, - - -	26 72
Kittery, - - -	14 01	Oxford, - - -	6 12	Troy, - - -	15 43
Knox, - - -	23 64	Palermo, - - -	16 70	Turner, - - -	52 51
Lebanon, - - -	19 80	Palermo North, - - -	12 10	Union, - - -	82 56
Lebanon Centre, - - -	17 89	Palmyra, - - -	45 79	Unity, - - -	63 22
Leeds, - - -	20 64	Paris, - - -	64 67	Upper Gloucester, - - -	18 14
Levant, - - -	37 13	Parkman, - - -	18 11	Upper Yarmouth, - - -	1 95
Lewiston, - - -	34 62	Parsonfield, - - -	60 20	Vassalborough, - - -	116 44
Limerick, - - -	79 17	Passadumkeag, - - -	9 30	Vienna, - - -	16 36
Limington, - - -	61 88	Perry, - - -	18 30	Vinalhaven, - - -	37 49
Lisbon, - - -	68 60	Phillips, - - -	60 27	Waldo, - - -	30 28
Lisbon Four Corners, - - -	28 13	Phippsburgh, - - -	123 81	Waldoborough, - - -	219 19
Litchfield, - - -	35 07	Pinnaquom, - - -	15 87	Wales, - - -	19 59
Litchfield Corners, - - -	16 77	Pittsfield, - - -	12 87	Warren, - - -	183 24
Little River Village, - - -	15 43	Plymouth, - - -	10 83	Washington, - - -	10 31
Livemore, - - -	42 59	Poland, - - -	47 71	Waterborough, - - -	29 42
Lovell, - - -	16 67	Porter Ridge, - - -	14 27	Waterford, - - -	59 49
Lubeck, - - -	264 52	Porter's Mills, - - -	18 32	Waterville, - - -	380 48
Lyman, - - -	13 63	Portland, - - -	4,789 89	Wayne, - - -	43 78
Machias, - - -	296 53	Pownal, - - -	22 94	Weld, - - -	35 65
Machias Port, - - -	34 60	Prospect, - - -	38 83	Wells, - - -	101 06
Madison, - - -	15 54	Prospect Harbor, - - -	14 12	West Brownfield, - - -	2 78
Madison East, - - -	1 72	Raymond, - - -	26 78	West Buckfield, - - -	3 68
Mattawcook, - - -	63 75	Readfield, - - -	71 80	West Gardner, - - -	8 17
Maxfield, - - -	5 36	Richmond, - - -	18 99	West Gloucester, - - -	8 44
Mercer, - - -	29 59	Richmondville, - - -	52 41	West Gorham, - - -	6 61
Mexico, - - -	6 13	Ripley, - - -	13 52	West Harrison, - - -	14 12
Milburn, - - -	70 69	Robbinston, - - -	390 27	West Jefferson, - - -	13 03
Milo, - - -	21 67	Rome, - - -	5 94	West Leeds, - - -	4 35
Minot, - - -	89 29	Rumford, - - -	48 93	West Mills, - - -	5 57
Monmouth, - - -	51 30	Sabois, - - -	7 13	West Minot, - - -	18 33
Monroe, - - -	27 86	Sacarappa, - - -	65 33	Westport, - - -	7 71
Monson, - - -	30 58	Saco, - - -	1,005 11	West Prospect, - - -	94 70
Montville, - - -	67 28	Saint Alban's, - - -	37 21	West Waterville, - - -	15 11
Mount Desert, - - -	33 79	Saint George's, - - -	18 06	Whitfield, - - -	31 94
Mount Vernon, - - -	35 96	Sanford, - - -	72 90	Whiting, - - -	21 25
Mount Vernon Village, - - -	11 08	Sangerville, - - -	40 22	Williamsburgh, - - -	14 50
Narraguagus, - - -	71 52	Savage's Mills, - - -	3 27	Wilton, - - -	59 64
Newburg, - - -	21 08	Scarboro', - - -	57 22	Windham, - - -	40 53
New Castle, - - -	132 70	Searsmont, - - -	42 79	Windsor, - - -	33 55
Newfield, - - -	26 45	Sebago, - - -	10 19	Winslow, - - -	55 88
New Gloucester, - - -	66 31	Sebec, - - -	57 34	Winthrop, - - -	188 18
Newport, - - -	43 61	Sebosis, - - -	21 09	Wiscasset, - - -	418 49
New Portland, - - -	37 25	Sedgwick, - - -	45 71	Woodstock, - - -	4 33
Newry, - - -	7 59	Sedgwick Bay, - - -	6 71	Woolwich, - - -	47 40
New Sharon, - - -	53 33	Shapleigh Corners, - - -	4 75	Wrentham, - - -	1 44
New Vineyard, - - -	6 66	Sheepscot Bridge, - - -	19 93	York, - - -	118 24
Nobleboro', - - -	35 82	Sidney, - - -	38 31		
Norridgewock, - - -	147 70	Solon, - - -	13 28		
North Boothbay, - - -	6 08	South Berwick, - - -	62 56		
				Total of Maine, - - -	\$31,922 83

NEW HAMPSHIRE.

Ackworth, - - -	\$73 28	Antrim, - - -	\$36 81	Boscawen, - - -	\$84 62
Adams, - - -	8 71	Atkinson, - - -	34 00	Bradford, - - -	62 89
Allenstown, - - -	6 60	Barnstead, - - -	23 21	Brentwood, - - -	19 24
Alstead, - - -	80 44	Barrington, - - -	19 81	Bristol, - - -	96 13
Alton, - - -	19 37	Bartlett, - - -	6 65	Brookline, - - -	12 21
Amherst, - - -	190 14	Bath, - - -	178 87	Campton, - - -	44 76
Amoskeag, - - -	77 57	Bedford, - - -	46 62	Canaan, - - -	67 98
Andover, - - -	60 21	Bethlehem, - - -	16 75	Candia, - - -	24 89

NEW HAMPSHIRE—Continued.

Candia Turnpike, - - -	\$7 58	Hinsdale, - - -	\$42 89	Piermont, - - -	\$49 11
Canterbury, - - -	26 37	Holderness, - - -	30 83	Pingreeville, - - -	8 45
Centre Antrim, - - -	18 10	Hollis, - - -	77 15	Piscataquogville, - - -	45 13
Centre Barnstead, - - -	5 68	Hookset, - - -	51 86	Pittsfield, - - -	65 38
Centre Conway, - - -	16 21	Hopkinton, - - -	142 24	Plainfield, - - -	49 97
Centre Harbor, - - -	37 37	Jaffray, - - -	88 63	Plaistow, - - -	27 10
Centre Sandwich, - - -	2 92	Jefferson, - - -	9 46	Plymouth, - - -	182 28
Charlestown, - - -	218 04	Keene, - - -	552 88	Poplin, - - -	6 81
Chestnut Hill, - - -	32	Kensington, - - -	22 51	Portsmouth, - - -	1,555 48
Chester, - - -	104 55	Kingston, - - -	45 49	Randolph, - - -	6 48
Chesterfield, - - -	66 74	Lamprey River, - - -	167 85	Raymond, - - -	25 84
Chesterfield Factory, - - -	36 70	Lancaster, - - -	129 83	Richmond, - - -	36 45
Chichester, - - -	17 55	Langdon, - - -	21 10	Rindge, - - -	80 49
Claremont, - - -	259 47	Lebanon, - - -	214 67	Rochester, - - -	92 56
Colebrook, - - -	72 20	Lempster, - - -	56 99	Roxbury, - - -	8 24
Columbia, - - -	13 73	Lisbon, - - -	40 99	Rumney, - - -	50 23
Concord, - - -	699 98	Litchfield, - - -	5 34	Salem, - - -	34 26
Conway, - - -	35 60	Londonderry, - - -	42 48	Salisbury, - - -	102 00
Cornish, - - -	76 20	Loudon, - - -	20 45	Sandbornton, - - -	89 53
Cornish Flats, - - -	46 28	Loudon Centre, - - -	13 19	Sandbornton Centre, - - -	44 46
Corydon, - - -	41 15	Loudon Ridge, - - -	7 99	Sandwich, - - -	83 81
Dalton, - - -	20 53	Loudon Village, - - -	10 26	Sandwich Centre, - - -	5 88
Danburg, - - -	15 30	Lower Bartlett, - - -	17 77	Seabrook, - - -	31 80
Deerfield, - - -	52 23	Lower Gilmanston, - - -	16 32	Shaker Village, - - -	14 26
Deering, - - -	20 20	Lyman, - - -	13 79	Shelburn, - - -	17 77
Derry, - - -	154 60	Lyme, - - -	100 23	South Deerfield, - - -	18 50
Dorchester, - - -	16 61	Lyndeborough, - - -	35 41	South Hampton, - - -	15 40
Dover, - - -	948 05	Madbury, - - -	2 27	South Weare, - - -	11 94
Drewsville, - - -	35 78	Marlborough, - - -	32 80	Springfield, - - -	26 91
Dublin, - - -	36 24	Marlow, - - -	18 53	Stewartstown, - - -	19 13
Dunbarton, - - -	36 92	Mason, - - -	35 42	Stoddard, - - -	28 14
Dunstable, - - -	367 36	Mason Village, - - -	18 16	Strafford, - - -	22 42
Durham, - - -	122 00	Meredith, - - -	97 31	Strafford Corners, - - -	2 06
East Gilmanston, - - -	9 84	Meredith Village, - - -	39 79	Stratford, - - -	9 53
East Kingston, - - -	10 07	Meriden, - - -	88 66	Stratham, - - -	30 42
East Lebanon, - - -	14 61	Merrimack, - - -	45 64	Stratham, - - -	18 88
East Sanbornton, - - -	6 77	Middletown, - - -	7 71	Sullivan, - - -	27 83
East Unity, - - -	1 64	Milford, - - -	65 09	Suncook, - - -	21 53
East Ware, - - -	9 19	Milton, - - -	20 38	Surry, - - -	22 97
Eaton, - - -	24 65	Milton Mills, - - -	7 89	Sutton, - - -	14 98
Effingham, - - -	32 57	Moultonborough, - - -	44 32	Sutton Village, - - -	47 40
Enfield, - - -	57 01	Mount Vernon, - - -	32 12	Swansey, - - -	52 27
Epping, - - -	42 38	Nelson, - - -	42 84	Tamworth, - - -	40 59
Epsom, - - -	36 52	New Alstead, - - -	4 47	Temple, - - -	29 29
Exeter, - - -	558 15	New Boston, - - -	53 72	Thornton, - - -	15 61
Farmington, - - -	24 98	New Chester, - - -	52 97	Thornton's Ferry, - - -	23 54
Fishersfield, - - -	12 23	New Durham, - - -	20 82	Troy, - - -	1 59
Fitzwilliam, - - -	75 51	New Hampton, - - -	127 80	Tuftsborough, - - -	7 86
Francistown, - - -	83 62	Newington, - - -	9 49	Union, - - -	33 94
Franconia, - - -	74 72	New Ipswich, - - -	192 44	Unity, - - -	8 87
Franklin, - - -	83 23	New London, - - -	42 04	Upper Gilmanston, - - -	70 74
Gilford, - - -	63 58	New Market, - - -	35 78	Wakefield, - - -	66 20
Gilford Village, - - -	17 13	Newport, - - -	157 42	Walpole, - - -	55 01
Gilmanston, - - -	97 40	New Barnstead, - - -	7 98	Warner, - - -	20 62
Gilsom, - - -	18 62	North Charlestown, - - -	39 29	Warren, - - -	83 76
Gilmanston Iron Works, - - -	24 15	North Chichester, - - -	3 81	Washington, - - -	44 41
Glynnville, - - -	87 12	North Conway, - - -	21 47	Weare, - - -	30 45
Goffstown, - - -	39 13	North Effingham, - - -	3 04	West Branch, - - -	12 94
Goshen, - - -	28 18	Northfield, - - -	29 48	West Chester, - - -	8 12
Grafton, - - -	29 07	North Hampton, - - -	26 15	West Claremont, - - -	27 98
Great Falls, - - -	522 18	North Haverhill, - - -	19 39	West Deering, - - -	5 47
Greenfield, - - -	34 45	North Ridge, - - -	4 66	Westmoreland, - - -	95 90
Greenland, - - -	30 82	North Sandwich, - - -	7 42	West Ossipee, - - -	1 56
Groton, - - -	19 98	Northumberland, - - -	26 01	West Rumney, - - -	18 10
Hampstead, - - -	48 49	Northwood, - - -	44 34	West Thornton, - - -	2 18
Hampton, - - -	60 15	Nottingham, - - -	14 41	West Warner, - - -	2 92
Hampton Falls, - - -	24 33	Nottingham West, - - -	25 24	Whitefield, - - -	26 58
Hancock, - - -	60 08	Nottingham Turnpike, - - -	2 63	White Mountain, - - -	99
Hanover, - - -	434 66	Oxford, - - -	105 89	Wilmot, - - -	13 89
Hanover Centre, - - -	19 28	Orfordville, - - -	18 49	Wilton, - - -	72 21
Haverhill, - - -	189 16	Ossipee, - - -	51 13	Winchester, - - -	95 21
Hawke, - - -	10 75	Paper Mill Village, - - -	18 62	Windham, - - -	30 26
Hebron, - - -	34 64	Peeling, - - -	11 99	Wolfborough, - - -	71 46
Henniker, - - -	74 30	Pelham, - - -	32 56		
Hillsborough, - - -	84 68	Pembroke, - - -	79 04		
Hillsborough Bridge, - - -	17 96	Peterborough, - - -	165 50		

Total of N. Hampshire, \$16,338 82

VERMONT.

Addison, - - -	\$37 77	Bennington, - - -	\$237 71	Brookfield, - - -	\$54 57
Albany, - - -	21 98	Benson, - - -	96 71	Brownington, - - -	40 77
Alburgh, - - -	30 26	Berkshire, - - -	44 63	Brunswick, - - -	2 55
Andover, - - -	27 88	Berlin, - - -	35 95	Burke, - - -	46 14
Arlington, - - -	108 35	Bethel, - - -	53 63	Burlington, - - -	1,039 30
Athens, - - -	20 23	Bolton, - - -	14 97	Cabot, - - -	53 96
Bakersfield, - - -	41 58	Bradford, - - -	99 24	Calais, - - -	21 12
Barnard, - - -	77 02	Brandon, - - -	151 80	Cambridge, - - -	103 53
Barnet, - - -	90 14	Brattleborough, - - -	15 78	Canaan, - - -	26 55
Barre, - - -	141 83	Bridgewater, - - -	43 85	Castleton, - - -	210 35
Barton, - - -	49 76	Bridgeport, - - -	108 41	Cavendish, - - -	64 67
Bellows Falls, - - -	360 78	Bristol, - - -	69 71	Charlotte, - - -	116 41

VERMONT—Continued.

Chelsea, - - -	\$152 06	Londonderry, - - -	\$43 37	Shelburn, - - -	\$71 10
Chester, - - -	184 60	Ludlow, - - -	62 96	Sheldon, - - -	48 05
Chimney Point, - - -	29 06	Lunenburg, - - -	48 00	Sherburne, - - -	10 41
Clarendon, - - -	42 01	Lyndon, - - -	97 38	Shoreham, - - -	128 42
Concord, - - -	42 86	Lyndon Centre, - - -	9 04	Shrewsbury, - - -	32 62
Corinth, - - -	37 48	McIndoe's Falls, - - -	41 17	Simonville, - - -	15 00
Cornwall, - - -	69 94	Manchester, - - -	165 97	Snow's Store, - - -	33 97
Coventry, - - -	37 23	Marlborough, - - -	37 63	South Hero, - - -	32 24
Craftsbury, - - -	112 32	Marshfield, - - -	20 38	South Woodstock, - - -	25 37
Danby, - - -	52 16	Middlebury, - - -	812 32	Springfield, - - -	151 18
Danville, - - -	222 06	Middlesex, - - -	27 44	Starksborough, - - -	37 74
Derby, - - -	40 04	Middletown, - - -	70 85	Steelebridge, - - -	37 27
Derby Line, - - -	37 47	Milton, - - -	131 50	Stow, - - -	20 58
Dorset, - - -	74 46	Minchhead, - - -	1 99	Strafford, - - -	90 22
Dover, - - -	31 13	Monkton, - - -	64 92	Sudbury, - - -	51 55
Dummerstown, - - -	36 82	Montgomery, - - -	18 76	Sunderland, - - -	15 48
East Berkshire, - - -	19 81	Montpelier, - - -	669 20	Sutton, - - -	31 93
East Bethel, - - -	14 20	Moretown, - - -	20 71	Swanton, - - -	88 62
East Brookfield, - - -	5 18	Morristown, - - -	39 56	Thetford, - - -	114 98
East Dorset, - - -	16 54	Mount Holly, - - -	37 40	Tinmouth, - - -	42 62
East Montpelier, - - -	10 11	Newbury, - - -	92 81	Topsham, - - -	31 29
East Poultney, - - -	113 72	New Haven, - - -	94 48	Townsend, - - -	75 29
East Randolph, - - -	47 06	New Haven East Mills, - - -	11 91	Troy, - - -	51 34
East Rupert, - - -	10 60	New Bennington, - - -	27 23	Tunbridge, - - -	50 46
East Sheldon, - - -	6 23	Northfield, - - -	73 39	Underhill, - - -	32 60
East Swanton, - - -	7 58	North Hartland, - - -	19 11	Vergennes, - - -	450 87
East Williamstown, - - -	63 88	North Hero, - - -	15 60	Vernon, - - -	25 44
Elmore, - - -	9 45	North Troy, - - -	7 66	Vershire, - - -	52 35
Enosburgh, - - -	41 37	Norwich, - - -	139 20	Vineyard, - - -	9 12
Essex, - - -	52 69	Orange, - - -	18 86	Waitsfield, - - -	60 29
Factory Point, - - -	34 75	Orwell, - - -	103 59	Waldon, - - -	19 78
Fairfax, - - -	53 13	Panton, - - -	15 16	Wallingford, - - -	89 43
Fairfield, - - -	48 64	Passumpsic, - - -	52 64	Wardsborough, - - -	61 21
Fair Haven, - - -	84 00	Pawlet, - - -	130 27	Warren, - - -	26 16
Fairlie, - - -	22 80	Peachment, - - -	153 01	Washington, - - -	34 00
Fayetteville, - - -	76 29	Perkinsville, - - -	54 90	Waterbury, - - -	101 15
Finneyville, - - -	16 70	Peru, - - -	17 16	Waterford, - - -	51 79
Franklin, - - -	51 37	Pittsford, - - -	21 91	Waterville, - - -	19 47
Gaysville, - - -	9 05	Pittsford, - - -	178 71	Wethersfield, - - -	103 15
Georgia, - - -	92 99	Plainfield, - - -	7 78	Wells, - - -	22 25
Glover, - - -	18 51	Plymouth, - - -	21 63	Well's River, - - -	67 49
Grafton, - - -	69 44	Point Pleasant, - - -	3 17	West Fairlie, - - -	11 00
Granby, - - -	94	Post Mill Village, - - -	56 32	Westford, - - -	35 63
Grand Isle, - - -	20 03	Powell's Falls, - - -	34	West Haven, - - -	23 41
Greenbush Village, - - -	23 69	Pownal, - - -	48 98	Westminster, - - -	88 92
Guilford, - - -	59 22	Putney, - - -	126 37	West Randolph, - - -	63 01
Guilford Centre, - - -	58 55	Quechee Village, - - -	32 65	West Rutland, - - -	49 38
Guilford Village, - - -	46 62	Randolph, - - -	133 26	West Topsham, - - -	11 54
Halifax, - - -	48 71	Reading, - - -	55 79	West Townsend, - - -	56 23
Hancock, - - -	30 99	Reedsborough, - - -	17 39	West Windsor, - - -	21 00
Hardwick, - - -	70 13	Richford, - - -	19 47	Wheelock, - - -	18 91
Hartford, - - -	192 49	Richmond, - - -	51 61	Whiting, - - -	53 46
Hartland, - - -	149 10	Rochester, - - -	87 86	Whitingham, - - -	53 69
Highegate, - - -	38 53	Rockingham, - - -	70 68	Williamstown, - - -	36 63
Hinesburgh, - - -	101 10	Roxbury, - - -	14 54	Williamsville, - - -	30 15
Hubbardstown, - - -	43 50	Royalton, - - -	120 03	Williston, - - -	135 50
Huntington, - - -	22 11	Rupert, - - -	45 98	Wilmington, - - -	106 04
Hyde Park, - - -	30 36	Rutland, - - -	398 41	Windham, - - -	22 14
Ira, - - -	17 42	Ryegate, - - -	56 98	Winnai, - - -	13 59
Jamaica, - - -	38 12	St. Johnsbury East, - - -	37 69	Wolcott, - - -	10 46
Jericho, - - -	52 59	St. Johnsbury Plains, - - -	106 50	Woodbury, - - -	5 72
Johnson, - - -	59 33	St. Johnsbury North, - - -	22 82	Woodstock, - - -	495 64
Kellyvale, - - -	16 79	Salisbury, - - -	70 57	Worcester, - - -	11 89
Kingston, - - -	10 04	Sandgate, - - -	31 94		
Lamoilleville, - - -	18 88	Saxon's River, - - -	57 62		
Land Grove, - - -	14 01	Shafisbury, - - -	84 76		
Leicester, - - -	44 30	Sharon, - - -	65 86		
Lemington, - - -	2 17	Sheffield, - - -	10 29		
				Total of Vermont,	\$17,663 72

MASSACHUSETTS.

Abington, - - -	\$147 84	Bedford, - - -	\$51 62	Brewster, - - -	\$83 69
Acton, - - -	22 00	Belchertown, - - -	221 39	Brighton, - - -	125 99
Adams, - - -	84 79	Bellingham, - - -	33 39	Brimfield, - - -	146 06
Agawam, - - -	33 30	Berkley, - - -	35 85	Brookfield, - - -	147 16
Alford, - - -	19 47	Berlin, - - -	27 08	Brookline, - - -	126 84
Amesbury, - - -	296 69	Bernardstown, - - -	67 40	Buckland, - - -	37 37
Amherst, - - -	841 49	Beverly, - - -	314 02	Byfield, - - -	47 61
Andover, - - -	1,125 30	Billerica, - - -	109 63	Cambridge, - - -	641 59
Ashburnham, - - -	78 48	Blanford, - - -	64 30	Cambridge Port, - - -	213 66
Ashby, - - -	66 20	Bloody Brook, - - -	69 39	Canton, - - -	154 48
Ashfield, - - -	100 36	Bolton, - - -	126 43	Carver, - - -	32 93
Athol, - - -	88 41	Boston, - - -	52,916 26	Charlemont, - - -	102 27
Attleborough, - - -	125 00	Boston Corner, - - -	5 81	Charlestown, - - -	1,161 01
Attleborough East, - - -	52 70	Boxborough, - - -	13 00	Charlton, - - -	109 05
Barneysville, - - -	34	Boxford, - - -	30 04	Chatham, - - -	114 36
Barnstable, - - -	127 74	Boyleston, - - -	30 78	Chelmsford, - - -	94 22
Barre, - - -	220 34	Bradford, - - -	61 13	Cheshire, - - -	49 09
Becket, - - -	31 25	Braintree, - - -	66 12	Chester, - - -	57 08

MASSACHUSETTS—Continued.

Chester Factories, -	\$8 05	Holliston, -	\$94 75	Norton, -	\$59 68
Chesterfield, -	64 51	Holmes's Hole, -	110 22	Norwich, -	24 73
Chicapee, -	48 10	Hopkinton, -	79 61	Oakham, -	46 87
Chicapee Factory, -	189 65	Hubbardston, -	109 21	Orange, -	43 83
Chilmark, -	26 42	Hyannis, -	100 21	Orleans, -	83 18
Cohasset, -	62 73	Hyannis Port, -	29 35	Osterville, -	44 44
Coleraine, -	85 84	Ipswich, -	269 46	Otis, -	63 72
Concord, -	239 85	Ireland, -	37 80	Oxford, -	100 28
Conway, -	97 17	Jamaica Plains, -	65 52	Palmer, -	99 76
Contuit Village, -	35 18	Kingston, -	207 24	Paxton, -	32 86
Cumington, -	93 87	Lancaster, -	287 28	Pelham, -	29 98
Dalton, -	82 11	Lanesborough, -	161 20	Pembroke, -	70 86
Dana, -	15 19	Lee, -	281 47	Pepperell, -	95 22
Dartmouth, -	43 54	Leicester, -	396 08	Peru, -	51 58
Dedham, -	362 41	Lenox, -	239 64	Petersham, -	116 03
Deerfield, -	130 21	Leominster, -	182 36	Phillipston, -	75 24
Dighton, -	42 11	Leverett, -	25 63	Plainfield, -	45 74
Dorchester, -	44 45	Lexington, -	66 48	Plymouth, -	351 27
Dorchester, -	232 99	Leyden, -	30 39	Plympton, -	36 74
Douglass, -	59 01	Lincoln, -	21 85	Pocasset, -	31 74
Dover, -	23 60	Littleton, -	67 64	Prescott, -	26 94
Dracut, -	47 93	Lock's Village, -	3 91	Princeton, -	115 67
Dudley, -	149 00	Long Meadow, -	87 92	Provincetown, -	119 89
Dunstable, -	15 04	Lowell, -	1,464 11	Quincy, -	290 85
Duxbury, -	351 57	Ludlow, -	82 98	Randolph, -	231 81
East Brewster, -	20 78	Lunenburg, -	59 86	Raynham, -	32 99
East Bridgewater, -	148 12	Lynn, -	885 45	Reading, -	83 66
East Cambridge, -	208 26	Malden, -	121 45	Rehoboth, -	35 57
East Dennis, -	24 44	Manchester, -	109 42	Rehoboth Village, -	25 82
East Falmouth, -	18 12	Mansfield, -	47 74	Richmond, -	71 26
East Granville, -	66 20	Marblehead, -	551 47	Rochester, -	85 71
Eastham, -	44 20	Marlborough, -	101 35	Rowe, -	46 20
Easthampton, -	60 39	Marshfield, -	48 23	Rowley, -	35 83
East Haverhill, -	28 95	Marston's Mills, -	12 43	Roxbury, -	475 57
East Medway, -	37 45	Mattapoisett, -	151 48	Royalton, -	81 15
Easton, No. 1, -	124 27	Medfield, -	85 74	Rutland, -	73 18
Easton, No. 2, -	11 34	Medford, -	226 62	Salem, -	5,335 75
East Randolph, -	43 68	Medway, -	181 05	Salisbury, -	47 41
East Salisbury, -	10 63	Mendon, -	114 53	Sandisfield, -	84 57
East Sandwich, -	14 53	Methuen, -	154 73	Sandwich, -	276 55
East Sheffield, -	6 56	Middleborough, -	210 25	Sandy Bay, -	138 51
East Stoughton, -	28 50	Middlefield, -	51 86	Savry, -	28 25
East Sudbury, -	40 09	Middle Granville, -	44 51	Saxtonville, -	50 53
East Taunton, -	6 98	Milford Centre, -	119 63	Scituate Harbor, -	92 94
Edgartown, -	144 17	Millbury, -	247 27	Seakonk, -	23 24
Edgartown, -	55 75	Millis, -	116 75	Seabrook, -	14 90
Enfield, -	143 21	Milton, -	313 74	Sharon Centre, -	4 40
Erving's Grant, -	11 79	Monroe, -	6 26	Sheffield, -	235 51
Essex, -	62 72	Monson, -	237 87	Shelburn, -	41 62
Fairhaven, -	207 33	Montague, -	66 74	Shelburn Falls, -	39 39
Falley's Cross Roads, -	43 44	Monument, -	51 85	Sherburne, -	46 00
Fall River, -	530 22	Nantucket, -	1,189 34	Shirley, -	45 24
Falmouth, -	204 78	Natick, -	13 45	Shutesbury, -	51 25
Feeding Hills, -	32 00	Needham, -	27 53	Sippican, -	80 03
Feltonville, -	18 66	New Bedford, -	5,328 05	Somerset, -	38 26
Fitchburg, -	191 88	New Boston, -	12 16	Southampton, -	78 64
Florida, -	12 99	New Braintree, -	77 53	South Attleborough, -	54 34
Foxborough, -	75 49	Newburyport, -	2,188 62	South Berwick, -	200 83
Framingham, -	143 28	New Marlborough, -	82 98	Southborough, -	72 13
Franklin, -	52 90	New Marlborough, -	100 80	Southwick, -	226 67
Franklin Centre, -	27 35	New Bedford, -	180 42	South Dennis, -	43 67
Freetown, -	116 78	Newton, -	83 40	South Hadley, -	137 29
Gardner, -	43 67	Newton Lower Falls, -	98 88	South Hadley Canal, -	127 86
Gill, -	58 19	Newton Upper Falls, -	228 39	South Lee, -	83 76
Gloucester, -	515 75	North Adams, -	1,652 20	South Leicester, -	86 20
Goshen, -	32 21	Northampton, -	118 06	South Mendon, -	55 63
Grafton, -	251 37	North Andover, -	10 26	South Milford, -	43 21
Grafton, -	56 43	North Blanford, -	109 02	South Natick, -	29 42
Granby, -	41 20	Northborough, -	93 80	South Orange, -	18 36
Grass Hill, -	230 42	North Bridge, -	108 27	South Oxford, -	125 50
Great Barrington, -	430 50	North Bridgewater, -	18 00	South Reading, -	183 39
Greenfield, -	56 09	North Canton, -	2 10	South Sandwich, -	13 58
Greenwich, -	27 78	North Carver, -	6 92	South Scituate, -	16 50
Greenwich Village, -	212 75	North Chatham, -	37 71	South Warwick, -	60 60
Groton, -	104 84	North Chelmsford, -	67 81	South Wellfleet, -	6 55
Hadley, -	21 46	North Dartmouth, -	22 90	Southwick, -	87 52
Hadley Upper Mills, -	39 88	North Fairhaven, -	80 68	South Wilbraham, -	44 70
Halifax, -	20 74	North Falmouth, -	51 63	South Williamstown, -	50 52
Hamilton, -	36 07	Northfield, -	116 83	South Wrentham, -	21 77
Hancock, -	132 79	North Leverett, -	12 05	South Yarmouth, -	15 93
Hanover, -	51 17	North Middlefield, -	17 68	Spencer, -	108 22
Hanson, -	113 68	North Middleboro', -	23 23	Springfield, -	1,573 10
Hardwick, -	14 49	North Plympton, -	11 46	Stafford Hill, -	5 81
Hartsville, -	83 97	North Reading, -	59 84	Sterling, -	106 09
Harvard, -	92 66	North Rochester, -	21 52	Stockbridge, -	425 82
Hatfield, -	620 71	North Scituate, -	2 82	Stoneham, -	35 81
Haverhill, -	30 92	North Uxbridge, -	35 94	Stoughton, -	88 03
Hawley, -	51 54	North Village, -	14 98	Stow, -	78 64
Heath, -	315 11	Northwest Bridgewater, -	15 92	Sturbridge, -	137 83
Hingham, -	114 92	North Wrentham, -	33 79	Sudbury, -	58 69
Hinsdale, -	94 93	North Yarmouth, -	151 59	Sunderland, -	98 81
Holden, -	16 37				
Holland, -	53 33				
Hollenback, -					

MASSACHUSETTS—Continued.

Sutton, - - -	\$102 80	Watertown, - - -	\$176 86	West Scituate, - - -	\$23 46
Swansey, - - -	71 72	Wellfleet, - - -	47 89	West Somerset, - - -	6 11
Tarpaulin Cove, - - -	60	Wellington, - - -	17 78	West Springfield, - - -	108 47
Taunton, - - -	1,028 08	Wendell, - - -	44 10	West Stockbridge, - - -	111 56
Templeton, - - -	164 57	Wenham, - - -	30 17	West Stockbridge Centre, - - -	5 37
Tewksbury, - - -	29 26	West Amesbury, - - -	36 69	West Sutton, - - -	21 08
Three Rivers, - - -	13 52	West Barnstable, - - -	45 71	West Tisbury, - - -	14 13
Tolland, - - -	27 22	West Becket, - - -	28 63	West Wareham, - - -	73 65
Topsfield, - - -	43 89	Westborough, - - -	164 67	West Whately, - - -	9 77
Townsend, - - -	63 75	West Boxford, - - -	16 40	West Yarmouth, - - -	22 71
Troy, - - -	33 83	West Boylston, - - -	102 86	Weymouth, - - -	176 88
Truro, - - -	78 16	West Bradford, - - -	83 56	Whately, - - -	31 47
Tyngsborough, - - -	69 14	West Brewster, - - -	23 18	Wilbraham, - - -	162 37
Tyringham, - - -	32 92	West Bridgewater, - - -	46 81	Wilkinsonville, - - -	67 39
Tyringham South, - - -	39 72	West Cambridge, - - -	73 03	Williamsburgh, - - -	68 64
Upton, - - -	109 62	West Dedham, - - -	34 66	Williamstown, - - -	325 89
Uxbridge, - - -	203 54	Western, - - -	94 92	Winchendon, - - -	71 55
Vandeuenville, - - -	91 37	West Falmouth, - - -	29 88	Windsor, - - -	69 90
Wales, - - -	30 25	Westfield, - - -	419 64	Woburn, - - -	140 48
Walpole, - - -	109 15	Westford, - - -	84 13	Worcester, - - -	1,332 58
Walpole Centre, - - -	49 76	West Hampton, - - -	32 25	Worthington, - - -	94 42
Waltham, - - -	242 52	West Harwich, - - -	51 40	Wrentham, - - -	177 62
Ware, - - -	49 42	West Middleborough, - - -	15 27	Yarmouth, - - -	50 58
Ware, - - -	342 80	Westminster, - - -	91 98	Yarmouth Port, - - -	24 99
Wareham, - - -	268 86	West Newbury, - - -	97 25		
Warwick, - - -	69 15	Weston, - - -	68 88		
Washington, - - -	19 73	Westport, - - -	78 54		
Waterford, - - -	173 83	West Sandwich, - - -	51 08		
				Total of Massachusetts, - - -	\$113,584 25

RHODE ISLAND.

Barrington, - - -	\$26 48	Lime Rock, - - -	\$46 40	South Foster, - - -	\$15 60
Brand's Iron works, - - -	15 28	Little Compton, - - -	90 81	South Scituate, - - -	40 30
Bristol, - - -	630 87	Mount Vernon, - - -	10 77	Tiverton, - - -	27 24
Burrillville, - - -	15 43	Natick, - - -	20 51	Tiverton Four Corners, - - -	18 01
Centreville, - - -	71 98	Newport, - - -	1,979 67	Tower Hill, - - -	25 54
Charleston, - - -	12 07	North Scituate, - - -	40 11	Wakefield, - - -	51 37
Chepachet, - - -	65 93	Pawtucket, - - -	789 01	Warren, - - -	280 84
Coventry, - - -	62 46	Pawtuxet, - - -	30 64	Warwick, - - -	47 91
Cumberland Hill, - - -	82 07	Portsmouth, - - -	59 93	Westerly, - - -	137 80
East Greenwich, - - -	182 75	Providence, - - -	9,761 53	Wickford, - - -	134 68
Fruit Hill, - - -	26 87	Rice City, - - -	19 40	Woonsocket, - - -	115 89
Greenville, - - -	19 73	Richmond, - - -	7 15		
Hopkinton, - - -	49 42	Richmond, - - -	194 73		
Kingston, - - -	85 44	Smithfield, - - -	102 67	Total of Rhode Island, - - -	\$15,393 29

CONNECTICUT.

Abington, - - -	\$58 40	East Haddam, - - -	\$210 87	Killingly Centre, - - -	\$32 95
Andover, - - -	53 56	East Hampton, - - -	38 05	Killingworth, - - -	76 30
Ashford, - - -	90 48	East Hartford, - - -	125 96	Lebanon, - - -	97 97
Barkhamsted, - - -	32 08	East Haven, - - -	29 15	Leesville, - - -	39 89
Berlin, - - -	223 27	East Windsor, - - -	115 60	Lisbon, - - -	55 67
Bethel, - - -	98 73	Ellington, - - -	81 52	Litchfield, - - -	672 43
Bethlehem, - - -	68 05	Ellsworth, - - -	25 26	Little River, - - -	12 03
Bolton, - - -	40 55	Enfield, - - -	190 87	Lord's Bridge, - - -	19 05
Bozrah, - - -	75 64	Essex, - - -	148 93	Lyme, - - -	176 00
Bradleyville, - - -	18 07	Fairfield, - - -	236 23	Madison, - - -	84 49
Branford, - - -	46 84	Fall's Village, - - -	37 39	Manchester, - - -	149 88
Bridgeport, - - -	950 92	Farmington, - - -	515 13	Mansfield, - - -	96 62
Bristol, - - -	254 38	Franklin, - - -	47 72	Mansfield Centre, - - -	44 46
Brookfield, - - -	81 82	Furnace Village, - - -	92 45	Marlborough, - - -	61 18
Brooklyn, - - -	200 22	Gall's Ferry, - - -	13 22	Meriden, - - -	205 53
Burlington, - - -	98 42	Gaylord's Bridge, - - -	15 40	Middleburg, - - -	10
Canaan, - - -	94 51	Gilead, - - -	15 63	Middle Haddam, - - -	71 67
Canterbury, - - -	164 23	Glastenbury, - - -	148 24	Middletown, - - -	1,824 57
Canton, - - -	124 72	Goshen, - - -	206 69	Middletown Upper Houses, - - -	72 97
Chapinville, - - -	36 92	Granby, - - -	63 87	Milford, - - -	137 22
Chaplin, - - -	27 04	Greenwich, - - -	118 70	Mill Plain, - - -	6 39
Chatham, - - -	114 50	Griswold, - - -	62 25	Mill River, - - -	86 41
Cheshire, - - -	155 04	Groton, - - -	71 69	Milton, - - -	31 00
Chester, - - -	88 08	Guilford, - - -	123 04	Monroe, - - -	31 45
Colechester, - - -	203 14	Haddam, - - -	97 06	Montville, - - -	48 19
Colebrook, - - -	108 79	Hadlyme, - - -	34 15	Moosop, - - -	35 22
Colebrook River, - - -	19 19	Hamburgh, - - -	70 93	Mystic Bridge, - - -	47 07
Columbia, - - -	53 87	Hampton, - - -	73 32	Mystic River, - - -	76 90
Cornwall, - - -	60 64	Hartford, - - -	4,714 78	New Boston, - - -	9 73
Cornwall Bridge, - - -	33 20	Hartland, - - -	36 95	New Britain, - - -	138 33
Cornwall Hollow, - - -	13 78	Harwinton, - - -	147 10	New Canaan, - - -	243 27
Coventry, - - -	73 18	Hebron, - - -	112 53	New Fairfield, - - -	26 26
Danbury, - - -	402 49	Higgenum, - - -	32 67	New Hartford, - - -	135 36
Darien, - - -	66 79	Hitchcockville, - - -	115 61	New Hartford Centre, - - -	31 77
Deep River, - - -	60 98	Humphreyville, - - -	105 30	New Haven, - - -	6,063 28
Derby, - - -	192 57	Huntington, - - -	67 22	Newington, - - -	20 90
Durham, - - -	175 04	Jewett City, - - -	92 00	New London, - - -	1,361 47
Eastford, - - -	33 18	Kent, - - -	111 54	New Milford, - - -	184 11
East Goshen, - - -	37 78	Ketch Mills, - - -	43 21	New Preston, - - -	82 30
East Granby, - - -	51 04	Killingly, - - -	47 58	New Salem, - - -	51 39

CONNECTICUT—Continued.

Newtown, - - -	\$142 49	Salem Bridge, - - -	\$147 44	Vernon, - - -	\$63 79
Norfolk, - - -	184 86	Salisbury, - - -	146 63	Voluntown, - - -	19 49
North Canton, - - -	29 66	Saugatuck, - - -	184 41	Wallingford, - - -	115 89
Northfield Church, - - -	35 24	Saybrook, - - -	115 89	Warehouse Point, - - -	156 91
Northford, - - -	37 25	Scotland, - - -	42 02	Warren, - - -	61 58
North Granby, - - -	8 94	Sharon, - - -	192 47	Washington, - - -	61 91
North Grotton, - - -	11 48	Sherman, - - -	27 88	Waterbury, - - -	308 85
Northampton, - - -	33 58	Simsbury, - - -	81 96	Waterford, - - -	33 19
North Killingsworth, - - -	21 60	Somers, - - -	83 40	Watertown, - - -	137 73
North Milford, - - -	2 80	South Britain, - - -	25 30	West Brook, - - -	38 89
North Somers, - - -	1 43	Southbury, - - -	55 79	West Chester, - - -	20 21
North Stonington, - - -	61 93	South Canaan, - - -	60 77	West Granby, - - -	8 56
North Woodstock, - - -	18 93	South Coventry, - - -	84 15	West Hartford, - - -	28 29
Norwalk, - - -	513 97	South Farms, - - -	73 35	West Hartland, - - -	20 94
Norwich, - - -	237 14	South Glastonbury, - - -	55 97	Westminster, - - -	9 78
Norwich City, - - -	1,196 47	Southington, - - -	219 22	Weston, - - -	41 49
Norwich Falls, - - -	67 31	South Killingly, - - -	33 54	West Woodstock, - - -	58 83
Oxford, - - -	60 79	Stafford Springs, - - -	160 63	Wethersfield, - - -	251 11
Plainfield, - - -	143 67	Stamford, - - -	168 56	Williamantic, - - -	129 85
Plymouth, - - -	223 48	Stepney, - - -	16 83	Willington, - - -	76 69
Pomfret, - - -	153 76	Sterling, - - -	42 45	Wilton, - - -	104 14
Pomfret Landing, - - -	18 51	Stonington, - - -	239 99	Winchester, - - -	328 04
Poquetanuck, - - -	28 89	Stratford, - - -	223 52	Windham, - - -	175 83
Portersville, - - -	39 77	Suffield, - - -	256 36	Windsor, - - -	122 70
Preston, - - -	50 76	Tariffville, - - -	96 38	Wintonbury, - - -	41 66
Redding, - - -	31 83	Thompson, - - -	170 48	Wolcott, - - -	40 79
Redding Ridge, - - -	12 54	Tolland, - - -	132 41	Wolcottville, - - -	21 58
Redding Town House, - - -	31 06	Torrington, - - -	76 92	Woodbury, - - -	205 41
Ridgebury, - - -	17 03	Torrington, - - -	54 04	Woodstock, - - -	88 94
Ridgefield, - - -	139 26	Trumbull, - - -	10 94	Zoar Bridge, - - -	17 10
Riverhead, - - -	53 31	Trumbull Long Hill, - - -	11 29		
Rocky Hill, - - -	114 99	Uncasville, - - -	14 67	Total of Connecticut, - - -	\$35,818 15
Roxbury, - - -	40 01	Union, - - -	31 31		

NEW YORK.

Acasto, - - -	\$15 45	Avoca, - - -	\$9 20	Brantingham, - - -	\$13 66
Accord, - - -	40 99	Avon, - - -	137 99	Brewerton, - - -	18 60
Acra, - - -	19 53	Bainbridge, - - -	160 50	Bridgehampton, - - -	67 05
Adams, - - -	208 04	Baldwinsville, - - -	153 92	Bridgeport, - - -	27 22
Adam's Basin, - - -	13 50	Ballston, - - -	489 63	Bridgewater, - - -	150 77
Adamsville, - - -	19 87	Ballston Spa, - - -	132 26	Brighton, - - -	72 49
Addison, - - -	25 38	Bangor, - - -	37 29	Bristol, - - -	87 16
Adriance, - - -	13 16	Barber's Hill, - - -	2 04	Bristol Centre, - - -	5 53
Alabama, - - -	25 82	Barre, - - -	77 03	Broadalbin, - - -	127 79
Albany, - - -	11,885 13	Barrington, - - -	38 87	Brockett's Bridge, - - -	23 22
Albion, - - -	399 69	Barton, - - -	13 92	Brookport, - - -	358 51
Alden, - - -	48 40	Batavia, - - -	1,157 43	Bronx, - - -	13 15
Alexander, - - -	96 12	Bath, - - -	403 52	Brookfield, - - -	44 43
Alexandria Bay, - - -	17 74	Battenville, - - -	20 44	Brooklyn, - - -	1,564 13
Alfred, - - -	38 14	Beaverdam, - - -	6 25	Brookville, - - -	10 97
Alexandria, - - -	2 54	Bedford, - - -	153 16	Broome, - - -	28 25
Allen, - - -	8 12	Beekman, - - -	55 25	Brownsville, - - -	421 78
Allen's Hill, - - -	1 82	Beekmantown, - - -	16 96	Brutus, - - -	90 91
Allenville, - - -	6 04	Belfast, - - -	15 89	Bruynswick, - - -	20 45
Alloway, - - -	40 63	Belleville, - - -	72 04	Buckram, - - -	16 37
Almond, - - -	48 63	Belle Isle, - - -	45 92	Buffalo, - - -	2,182 51
Alps, - - -	28 61	Bennett's Corners, - - -	30	Bullville, - - -	21 14
Alton, - - -	1 36	Hemus, - - -	98	Burdett, - - -	68 13
Amber, - - -	40 62	Bennington, - - -	40 77	Burlington, - - -	87 55
Amenia, - - -	53 49	Bensonville, - - -	9 31	Burlington Flats, - - -	30 89
Amenia Union Society, - - -	76 82	Benton, - - -	103 65	Burnt Hills, - - -	6 51
Amity, - - -	18 49	Benton Centre, - - -	30 04	Buskirk's Bridge, - - -	97 84
Amsterdam, - - -	274 03	Bergen, - - -	71 07	Busti, - - -	27 49
Anaquascook, - - -	18 48	Berkshire, - - -	64 38	Butler, - - -	30 22
Ancram, - - -	34 90	Berlin, - - -	57 32	Butterfly, - - -	3 37
Andes, - - -	34 82	Bern, - - -	26 63	Butternuts, - - -	173 19
Andover, - - -	13 78	Bethany, - - -	88 69	Byrneville, - - -	4 75
Angelica, - - -	227 93	Bethel, - - -	19 79	Hyron, - - -	94 98
Angel's Corner, - - -	7 83	Bethlehem, - - -	27 61	Cairo, - - -	172 43
Angola, - - -	3 06	Bettsburgh, - - -	9 70	Caldwell, - - -	76 09
Antwerp, - - -	82 03	Big Flats, - - -	34 76	Caledonia, - - -	190 28
Appling, - - -	11 25	Big Hollow, - - -	5 51	Cambria, - - -	52 09
Apulia, - - -	27 86	Black Creek, - - -	8 76	Cambridge, - - -	306 90
Arquebogue, - - -	7 65	Black Rock, - - -	284 61	Camden, - - -	176 93
Argyle, - - -	139 08	Blauveltville, - - -	8 74	Cameron, - - -	6 95
Arkport, - - -	12 40	Blenheim, - - -	32 60	Camillus, - - -	146 03
Arthursburg, - - -	13 80	Bloomington, - - -	109 17	Campbelltown, - - -	39 18
Athens, - - -	150 52	Bloomington, - - -	14 42	Canaan, - - -	103 26
Athol, - - -	5 97	Bloomington Grove, - - -	92 39	Canaan Four Corners, - - -	66 14
Attica, - - -	149 14	Bloomville, - - -	31 57	Canadice, - - -	17 32
Attlebury, - - -	28 92	Bolivar, - - -	14 48	Canajoharie, - - -	244 65
Auburn, - - -	2,569 47	Holton, - - -	34 28	Canajoharie Central, - - -	27 12
Augusta, - - -	76 95	Booneville, - - -	105 35	Canal, - - -	7 64
Aurelius, - - -	42 02	Borodino, - - -	76 86	Canandaigua, - - -	2,349 82
Aurieuville, - - -	28 82	Boston, - - -	56 55	Canastota, - - -	108 08
Aurora, - - -	312 49	Bovina, - - -	36 48	Candor, - - -	69 61
Au Sable Forks, - - -	19 06	Bowman's Creek, - - -	28 15	Caneadea, - - -	11 79
Au Sable Bay, - - -	1 46	Brakebeen, - - -	58	Canisteo, - - -	9 89
Austerlitz, - - -	36 24	Brainard's Bridge, - - -	53 07	Canning, - - -	21

NEW YORK—Continued.

Canoga, - - -	\$37 07	Cold Spring Harbor, - - -	\$34 93	East Hamburg, - - -	\$22 90
Canonsville, - - -	13 94	Colesville, - - -	32 25	East Hamilton, - - -	30 88
Cantobery, - - -	103 36	Colliersville, - - -	5 54	East Hampton, - - -	88 37
Canton, - - -	292 28	Collins, - - -	156 25	East Hamter, - - -	11 98
Cape Vincent, - - -	172 98	Collins's Centre, - - -	12 39	East Kill, - - -	6 45
Cardiff, - - -	2 26	Collins's Mills, - - -	17 83	East Koy, - - -	9 85
Cardie, - - -	57 50	Colasse, - - -	96 64	East Morah, - - -	21 84
Carmel, - - -	90 81	Columbia, - - -	27 25	East Owego, - - -	84 48
Caroline, - - -	48 86	Columbiaville, - - -	111 40	East Pembroke, - - -	6 04
Carpenter's Point, - - -	21 37	Columbus, - - -	38 46	East Pike, - - -	14 83
Carroll, - - -	45 72	Columbus Four Corners, - - -	20 44	East Richfield, - - -	16 24
Carskadale, - - -	15 67	Concord, - - -	11 92	East Ridge, - - -	9 83
Carthage, - - -	92 04	Conesus, - - -	1 23	East Schuyler, - - -	115 58
Casado, - - -	5 42	Conewago Creek, - - -	41 34	East Sempronius, - - -	24 09
Castile, - - -	79 65	Conhoxton, - - -	39 13	East Sheridan, - - -	25 82
Castle Creek, - - -	1 24	Conklin, - - -	20 11	East Springfield, - - -	20 18
Castleton, - - -	30 44	Conquest, - - -	28 36	Eastville, - - -	41 96
Catharinstown, - - -	36 77	Constantville, - - -	90 34	East Wheeler, - - -	15 97
Catlin, - - -	42 70	Constantia, - - -	40 31	Eaton, - - -	82
Cato, - - -	64 17	Cooperstown, - - -	791 81	Eaton's Bush, - - -	112 95
Cato Four Corners, - - -	45 60	Coothill, - - -	13 99	Eaton's Corner, - - -	11 61
Catskill, - - -	1,217 94	Copake, - - -	14 69	Eatonville, - - -	30 52
Caugnawaga, - - -	140 54	Copenhagen, - - -	48 93	Eden, - - -	4 96
Cayuga, - - -	91 46	Coram, - - -	7 59	Edenville, - - -	54 00
Cayuga Creek, - - -	37 62	Corinth, - - -	34 65	Edenburgh, - - -	10 84
Cayuga Inlet, - - -	1 90	Cornelia, - - -	35	Edineston, - - -	28 97
Cayuta, - - -	18 05	Corner Office, - - -	7	Edwards, - - -	45 99
Cazenovia, - - -	573 33	Cornwellsville, - - -	8 50	Elba, - - -	28 05
Cedarville, - - -	21 89	Cortlandtown, - - -	36 92	Elbridge, - - -	85 24
Central Square, - - -	67 96	Cortlandt Village, - - -	237 79	Elgin, - - -	160 18
Centre Almond, - - -	8 08	Corydon, - - -	1 98	Ellenville, - - -	6 00
Centre Berlin, - - -	7 18	Coventry, - - -	66 24	Ellery, - - -	60 72
Centre Cambridge, - - -	5 94	Coventryville, - - -	21 67	Ellicottsville, - - -	28 26
Centre China, - - -	11 73	Covert, - - -	43 45	Ellington, - - -	93 40
Centre Gorham, - - -	9 97	Coxsackie, - - -	306 98	Ellisburg, - - -	35 86
Centre Independence, - - -	2 69	Crab Meadow, - - -	19 05	Elm, - - -	79 53
Centre Lisle, - - -	11 32	Craigsville, - - -	24 30	Elmira, - - -	8 14
Centreville, - - -	82 81	Crain's Corner, - - -	18 36	Enfield, - - -	180 82
Champion, - - -	85 53	Cranberry Creek, - - -	19 55	Ephratah, - - -	37 10
Champion South Roads, - - -	9 96	Cranesville, - - -	17 22	Erie, - - -	25 89
Chaplain, - - -	136 29	Crawford, - - -	21 66	Erieville, - - -	77 00
Chapelsburg, - - -	2 28	Crontarf, - - -	4 34	Essex, - - -	39 01
Charleston, - - -	48 63	Cross River, - - -	19 12	Etna, - - -	69 67
Charleston Four Corners, - - -	7 03	Crown Point, - - -	115 23	Esopus, - - -	37 78
Charlotte, - - -	49 19	Cuba, - - -	43 77	Esperance, - - -	121 65
Charlotteville, - - -	11 21	Cuddebacksville, - - -	13 73	Etta, - - -	111 47
Charlton, - - -	114 41	Cuthorne, - - -	14 67	Euclid, - - -	32 96
Chataque, - - -	73 15	Cuyler, - - -	12 72	Evans, - - -	24 10
Chatham, - - -	87 27	Danby, - - -	78 69	Evans's Mills, - - -	36 98
Chatham Four Corners, - - -	32 56	Danielville, - - -	4 61	Exceter, - - -	78 67
Chautmont, - - -	50 42	Danube, - - -	32 79	Fabius, - - -	62 23
Chazy, - - -	101 33	Dansville Village, - - -	232 85	Factoryville, - - -	102 00
Chemung, - - -	13 69	Danville South, - - -	20 82	Fairfield, - - -	25 73
Chenango Forks, - - -	43 50	Danville Falls, - - -	37 26	Fairview, - - -	237 80
Chenango Point, - - -	381 11	Davenport, - - -	24 60	Fall Creek, - - -	6 75
Cherry Creek, - - -	7 19	Decatur, - - -	29 04	Fallsburgh, - - -	19 70
Cherry Street, - - -	5 22	De Kalb, - - -	32 44	Farmer, - - -	11 09
Cherry Valley, - - -	386 16	Delhi, - - -	283 55	Farmersville, - - -	80 15
Chesnut Ridge, - - -	5 07	Demott's Corner, - - -	79 17	Farmington, - - -	43 75
Chester, - - -	45 91	Denmark, - - -	79 19	Farmington, - - -	6 00
Chestertown, - - -	72 90	Deposit, - - -	90 30	Fayette, - - -	75 00
Chilf, - - -	61 88	De Peyster, - - -	61 68	Fayetteville, - - -	25 74
China, - - -	11 89	De Ruyter, - - -	21 06	Federal Store, - - -	41 59
Chitteningo, - - -	440 74	De Witt's Valley, - - -	114 42	Fel's Mills, - - -	119 56
Christian Hollow, - - -	21 14	De Wittsville, - - -	19 64	Fenner, - - -	12 86
Churchville, - - -	17 26	Dickinson, - - -	5 63	Finchville, - - -	27 00
Cicero, - - -	73 96	Dix Hills, - - -	12 32	Fireplace, - - -	22 12
Cincinnati, - - -	54 85	Doib's Ferry, - - -	9 24	Fishkill, - - -	7 39
Clarence, - - -	92 98	Doty's Corner, - - -	27 77	Fishkill Landing, - - -	14 55
Clarendon, - - -	32 14	Doutis, - - -	4 66	Fishkill Plains, - - -	282 99
Clarkborough, - - -	22 76	Dover, - - -	3 27	Fish Lake, - - -	228 25
Clark's Corner, - - -	9 50	Dresden, - - -	52 33	Five Corners, - - -	6 16
Clarkson, - - -	311 25	Drown Meadows, - - -	4 50	Fish Lake, - - -	12 71
Clarkstown, - - -	18 53	Dryden, - - -	19 23	Flamming, - - -	22 83
Claverack, - - -	128 80	Dunnesburgh, - - -	95 10	Flemingsville, - - -	65 08
Clay, - - -	24 41	Dunkirk, - - -	84 95	Flemington, - - -	53 06
Clear Creek, - - -	11 70	Durham, - - -	223 19	Florence, - - -	10 26
Clermont, - - -	87 38	Dutchess, - - -	147 65	Florida, - - -	10 26
Cleveland, - - -	5 92	Eagle, - - -	17 45	Floyd, - - -	27 88
Clinton, - - -	199 02	East Avon, - - -	14 38	Flushing, - - -	60 36
Clinton Hollow, - - -	31 14	East Barrington, - - -	74 82	Fluvanna, - - -	54 29
Clintonville, - - -	14 68	East Bern, - - -	53	Fly Creek, - - -	258 56
Clockville, - - -	31 36	East Bethany, - - -	23	Fonda Bush, - - -	13 24
Clove, - - -	2 47	East Bloomfield, - - -	232 62	Forestburgh, - - -	53 03
Cloversville, - - -	21 96	East Branch, - - -	13 07	Forks, - - -	22 49
Clyde, - - -	234 55	East Chester, - - -	76 04	Fort Ann, - - -	10 92
Clymer, - - -	26 98	East China, - - -	1 10	Fort Covington, - - -	40 15
Cobleskill, - - -	49 27	East Constable, - - -	29 76	Fort Edwards, - - -	153 81
Cochecton, - - -	25 11	East Evans, - - -	40 70	Fort Miller, - - -	168 14
Coeymans, - - -	63 72	East Franklin, - - -	14 57	Fort Plain, - - -	136 96
Colchester, - - -	36 67	East Genoa, - - -	18 22	Fosterville, - - -	89 42
Coldenham, - - -	44 41				73 45
Cold Spring, - - -	134 89				19 84

NEW YORK—Continued.

Fowler, -	\$39 22	Harford, -	\$33 46	Ketcham's Corners, -	\$25 34
Fowlersville, -	40 20	Harlaen, -	139 21	Kinderhook, -	348 54
Frankfort, -	107 06	Harmony, -	69 52	Kingsbrook Landing, -	26 85
Franklin, -	120 27	Harpending's Corners, -	38 90	Kingsborough, -	94 45
Franklinton, -	1 00	Harpersfield, -	42 14	Kingsbury, -	59 72
Franklinville, -	62 23	Harpersfield Centre, -	61 53	King's Ferry, -	114 80
Fredonia, -	410 96	Harpersville, -	34 38	Kingston, -	579 69
Freedom, -	47 13	Harrisburgh, -	7 06	Kinney's Four Corners, -	24 06
Freedom Plains, -	10 50	Hartford, -	107 23	Kirkland, -	49 16
Frehold, -	23 56	Hartland, -	85 15	Kirkville, -	3 48
Freetown, -	12 98	Hartsville, -	17 44	Knowlesville, -	68 70
Freetown Corners, -	34 41	Hartwick, -	90 55	Knox, -	38 61
French Creek, -	6 94	Hartwick Seminary, -	10 29	Kortwright, -	73 53
Freysbush, -	29 58	Hastings, -	25 60	Laargeville, -	14 95
Friendship, -	85 02	Havana, -	188 69	Lafayette, -	58 51
Fulton, -	163 99	Haverstraw, -	61 49	La Grange, -	15 50
Fultonham, -	7 76	Head of Cow Neck, -	49 44	Lairdsville, -	50 31
Gaines, -	187 59	Hebbron, -	65 84	Lake Pleasant, -	9 82
Gainesville, -	56 95	Hector, -	34 40	Lakeville, -	43 17
Galen, -	37 75	Hector Falls, -	11 23	Lansingburgh, -	658 12
Gallupville, -	23 32	Helena, -	27 41	Lansingville, -	21 00
Galway, -	167 72	Hemlock Lake, -	8 61	Laora, -	22 64
Garoga, -	9 35	Hempstead, -	74 91	Lasselsville, -	13 35
Gardnersville, -	29 48	Henderson, -	66 88	Laurence's Mills, -	5 26
Garratsville, -	9 96	Henrietta, -	182 62	Laurenceville, -	17 29
Geddes, -	133 48	Herkimer, -	206 94	Laurens, -	110 64
Geneseo, -	716 30	Hermion, -	7 85	Lawyersville, -	19 50
Geneva, -	2,998 30	Heuvel, -	33 70	Learned's, -	10 99
Genegantslet, -	11 80	Hillsdale, -	115 81	Lebanon, -	73 32
Genoa, -	90 25	Hobart, -	73 53	Lee, -	41 52
Georgetown, -	33 09	Hoffman Gate, -	7 59	Leeds, -	48 03
German, -	11 67	Hogansburg, -	54 96	Leedsville, -	18 51
German Flats, -	33 02	Holland, -	23 11	Leesville, -	38 93
Germantown, -	19 94	Holland Patent, -	50 38	Lenox, -	112 27
Gerry, -	74 75	Holley, -	119 80	Leonardsville, -	19 93
Ghent, -	63 92	Homer, -	366 84	Leoni, -	7 47
Gibsonville, -	12 08	Honey Lake, -	8 40	Le Raysville, -	128 30
Gilbertsville, -	87 71	Honesville, -	28 46	Le Roy, -	356 12
Gilboa, -	48 21	Hope, -	12 40	Lewis, -	44 34
Glen, -	40 46	Hopeton, -	28 28	Lewiston, -	368 66
Glenn's Falls, -	305 06	Hopewell, -	76 17	Lexington, -	41 29
Glenville, -	32 05	Hopkinton, -	64 06	Lexington Heights, -	24 68
Gloversville, -	12 23	Horace, -	6 04	Leyden, -	93 07
Goff's Mills, -	7 78	Hornby, -	15 64	Liberty, -	44 41
Good Ground, -	2 21	Hornellsville, -	25 67	Libertyville, -	29 03
Gorham, -	84 37	Horsehead, -	18 26	Lima, -	186 96
Goshen, -	185 33	Hosick, -	100 83	Limerick, -	13 75
Gouverneur, -	150 23	Hosick Falls, -	29 17	Lindleytown, -	7 45
Grafton, -	22 12	Houseville, -	6 41	Linklaen, -	30 86
Graham, -	3 35	Howard, -	34 54	Lisbon, -	37 44
Grahamsville, -	3 45	Howlet Hill, -	16 04	Lisle, -	103 24
Granby, -	59 41	Hudson, -	1,699 62	Litchfield, -	38 53
Granville, -	309 89	Hume, -	22 60	Lithgow, -	34 89
Great Bend, -	12 94	Hunter, -	72 90	Little Britain, -	17 69
Great Valley, -	21 96	Huntersland, -	13 23	Little Falls, -	429 04
Greece, -	79 96	Huntington, -	69 68	Little Genesee, -	4 82
Greenburgh, -	96 88	Huntington South, -	31 29	Little Neck, -	13 23
Greenbush, -	170 50	Hunt's Hollow, -	51 88	Little Sodus, -	43 73
Green, -	210 64	Huntsville, -	57 12	Little Valley, -	19 21
Greenfield, -	55 33	Hyde Park, -	186 09	Liverpool, -	96 17
Green River, -	23 54	Ingersoll's Store, -	6 31	Livingston, -	123 03
Greenville, -	130 96	Innman's Cross Roads, -	18 71	Livingstonville, -	38 76
Greenwich, -	235 47	Ionia, -	52 83	Livonia, -	171 50
Greenwood, -	19 83	Ira, -	71 33	Lloydsville, -	11 82
Greigsville, -	32 91	Islip, -	34 36	Locke, -	75 20
Griffin's Mills, -	32 58	Italy, -	25 69	Lock Berlin, -	14 55
Griswold's Mills, -	17 65	Italy Hill, -	5 19	Lockport, -	1,404 32
Groton, -	95 32	Ithaca, -	1,790 45	Lodi, -	23 82
Grove, -	22 64	Jackson, -	60 26	Logan, -	6 19
Groveland, -	30 77	Jacksonville, -	73 70	Loon Lake, -	2 33
Guiderland, -	58 03	Jamaica, -	175 44	Lorraine, -	31 60
Guilford, -	89 77	Jamestown, -	343 44	Louisville, -	27 08
Gurnee's Mills, -	3 88	Jamesville, -	116 58	Lowville, -	313 51
Guy's Tavern, -	88	Jasper, -	12 10	Ludlowville, -	150 82
Hadley, -	25 66	Jay, -	52 06	Luzerne, -	8 16
Hagaman's Mills, -	23 21	Jay Au Sable, -	4 60	Lyme, -	36 52
Hague, -	15 57	Jefferson, -	44 36	Lyons, -	690 10
Haught, -	3 32	Jericho, -	25 16	Lysander, -	66 05
Haletsville, -	14 88	Jersey, -	16 78	McConnellsville, -	20 78
Half Moon, -	50 75	Jerusalem, -	32 08	McDonough, -	38 97
Hallsville, -	9 90	Johnsburg, -	27 00	McGrawsville, -	12 77
Hamburg, -	93 10	Johnson's Creek, -	47 66	McLean, -	60 17
Hamburg on the Lake, -	16 55	Johnstown, -	490 31	Macedon, -	58 32
Hamden, -	29 17	Jonesville, -	28 86	Maclias, -	11 06
Hamilton, -	447 42	Jordan, -	148 74	Madison, -	170 87
Hammond's Mills, -	2 46	Joslin's Corners, -	23 59	Madrid, -	63 98
Hamshire, -	4 02	Junction, -	21 56	Magnolia, -	11 57
Hampton, -	39 00	Keene, -	20 74	Maine, -	21 23
Hamptonburg, -	15 65	Keeseeville, -	262 42	Malden, -	44 00
Hancock, -	19 50	Kelloggsville, -	85 14	Malone, -	256 75
Hanford's Landing, -	13 35	Kempsville, -	46 96	Malta, -	31 03
Hannibal, -	83 25	Kennedysville, -	16 11	Maltaville, -	36 05
Hanover, -	129 75	Kent, -	14 59	Mamakating, -	72 17

NEW YORK—Continued.

Mamaroneck, - - -	\$75 55	Natural Bridge, - - -	\$2 33	Orville, - - -	\$86 42
Manchester, - - -	154 75	Navarino, - - -	25 88	Orwell, - - -	14 72
Manchester Village, - - -	20 73	Neill's Creek, - - -	1 19	Osborn's Hollow, - - -	1 05
Manchester Centre, - - -	13 39	Nelson, - - -	63 38	Osborn's Bridge, - - -	4 12
Mandana, - - -	10 23	Nettle Hill, - - -	7 74	Ossian, - - -	29 16
Manheim, - - -	56 26	Neversink, - - -	19 48	Oswego, - - -	1,373 11
Manheim Centre, - - -	14 27	Newark Valley, - - -	56 45	Otisco, - - -	97 71
Manlius, - - -	489 43	Newark, - - -	227 00	Otisville, - - -	13 32
Manlius Centre, - - -	36 65	New Baltimore, - - -	41 42	Otselie, - - -	26 89
Mansville, - - -	84 60	New Berlin, - - -	208 29	Otto, - - -	20 89
Marathon, - - -	24 23	Newbernville, - - -	24 78	Otto Village, - - -	387 22
Marbletown, - - -	53 95	Newburgh, - - -	856 78	Owasco, - - -	78 79
Marcellus, - - -	167 39	New Castle, - - -	13 91	Owego, - - -	255 51
Marengo, - - -	46 24	New Concord, - - -	23 91	Oxbow, - - -	68 13
Marion, - - -	35 28	Newfane, - - -	27 65	Oxford, - - -	402 22
Marlborough, - - -	67 15	Newfield, - - -	69 18	Oyster Bay, - - -	27 77
Marshall, - - -	39 26	New Hartford, - - -	406 68	Oyster Bay South, - - -	15 89
Martinsburgh, - - -	173 10	New Haven, - - -	64 87	Oyster Ponds, - - -	30 53
Martin's Hill, - - -	5 35	New Lebanon, - - -	283 08	Pain's Hollow, - - -	16 33
Maryland, - - -	24 16	New Lisbon, - - -	63 67	Painted Post, - - -	29 15
Masonville, - - -	38 88	New London, - - -	38 92	Palatine, - - -	61 32
Massena, - - -	101 24	New Milford, - - -	8 92	Palatine Bridge, - - -	64 00
Matteson's Mills, - - -	1 23	New Ohio, - - -	2 41	Palenville, - - -	29 52
Mattituck, - - -	14 10	New Paltz, - - -	81 54	Palermo, - - -	19 62
Mayfield, - - -	55 22	New Paltz Landing, - - -	46 50	Palmyra, - - -	839 26
Mayville, - - -	294 36	Newport, - - -	102 75	Pamela, - - -	22 37
Mead's Creek, - - -	17 76	New Rochelle, - - -	253 02	Pamela Four Corners, - - -	5 58
Mechanicville, - - -	90 35	Newtown, - - -	32 21	Panama, - - -	32 63
Mecklinburgh, - - -	49 67	New Vernon, - - -	11 97	Paradox, - - -	9 70
Medina, - - -	138 12	Newville, - - -	20 66	Paris, - - -	136 22
Mendon, - - -	155 07	New Windsor, - - -	48 38	Paris Furnace, - - -	55 77
Mercedith, - - -	68 56	New Woodstock, - - -	63 64	Parishville, - - -	68 72
Mexico, - - -	159 21	New York City, - - -	136,500 28	Parma, - - -	121 55
Middleburgh, - - -	81 63	Niagara Falls, - - -	137 84	Partridge Island, - - -	4 11
Middlebury, - - -	68 84	Nicholls, - - -	8 97	Patchin's Mills, - - -	3 67
Middlebury Village, - - -	22 85	Norfolk, - - -	82 49	Patchogue, - - -	40 52
Middlefield, - - -	58 18	North Almond, - - -	16 86	Patten's Mills, - - -	21 31
Middlefield Centre, - - -	26 08	North America, - - -	35 01	Patterson, - - -	60 38
Middle Island, - - -	20 35	Northampton, - - -	44 30	Pauling, - - -	37 22
Middleport, - - -	90 22	North Barton, - - -	4 81	Pavilion, - - -	55 19
Middlesex, - - -	45 48	North Blenheim, - - -	19 28	Pawlingsville, - - -	3 73
Middletown, D. county, - - -	29 44	North Bloomfield, - - -	12 08	Peckskill, - - -	147 15
Middletown, S. county, - - -	21 15	North Castle, - - -	32 61	Peekmoke, - - -	60 78
Middletown, O. county, - - -	15 34	North Chatham, - - -	51 19	Pendleton, - - -	28 14
Middleville, - - -	75 90	North Chili, - - -	15 23	Penn Yan, - - -	135 63
Milan, - - -	32 39	North China, - - -	23 81	Pepacton, - - -	648 19
Milford, - - -	64 31	North Conhocton, - - -	6 32	Perch River, - - -	3 56
Milfordville, - - -	19 36	Northeast Hector, - - -	6 53	Perrington, - - -	81 13
Miller's Place, - - -	12 79	Northeast, - - -	50 94	Perry, - - -	188 17
Mill Grove, - - -	6 57	North Easton, - - -	15 10	Perry Centre, - - -	69 57
Milltown, - - -	8 26	North Elmira, - - -	63	Perrysburg, - - -	41 92
Millville, - - -	18 49	North Galway, - - -	31 86	Perryville, - - -	43 27
Milo Centre, - - -	27 22	North Granville, - - -	108 11	Peru, - - -	180 63
Milton, - - -	45 78	North Greenwich, - - -	43 71	Peruville, - - -	9 64
Mira, - - -	54 57	North Hector, - - -	19 23	Petersborough, - - -	157 62
Minaville, - - -	95 00	North Hempstead, - - -	23 21	Petersburgh, - - -	65 75
Minden, - - -	18 51	North Lansing, - - -	21 82	Petersburgh Four Corners, - - -	4 98
Minerva, - - -	17 06	North Norwich, - - -	37 17	Pharsalia, - - -	28 79
Minisink, - - -	23 77	North Penfield, - - -	54 94	Phelps, - - -	304 25
Modena, - - -	12 24	North Portland, - - -	28 19	Philadelphia, - - -	55 22
Moffitt's Store, - - -	42 47	North Rochester, - - -	13 16	Philipsport, - - -	7 07
Moir, - - -	35 57	North Romulus, - - -	32 20	Philipsburg, - - -	64 69
Moira, - - -	51 29	North Salem, - - -	38 14	Phenix, - - -	1 33
Monroe, - - -	58 70	North Scipio, - - -	16 98	Phillipsport, - - -	7 50
Monroe Works, - - -	107 01	North Stephentown, - - -	17 38	Piedmont, - - -	1 25
Montezuma, - - -	196 65	Northton, - - -	25 79	Pierpont, - - -	10 10
Montgomery, - - -	202 87	Northumberland, - - -	76 89	Pike, - - -	119 75
Monticello, - - -	18 98	Northville, - - -	13 78	Pinckney, - - -	9 67
Moore's, - - -	67 57	North Wethersfield, - - -	10 09	Pine Plains, - - -	90 89
Moreau, - - -	10 07	Norway, - - -	69 63	Pine's Bridge, - - -	17 36
Moreland, - - -	26 39	Norwich, - - -	420 63	Pine Valley, - - -	15 49
Mooreville, - - -	82 36	Nunda, - - -	47 66	Pineville, - - -	1 11
Moriches, - - -	47 92	Nunda Valley, - - -	3 09	Pitcher, - - -	42 94
Morristown, - - -	216 78	Oak Hill, - - -	27 03	Pittsfield, - - -	9 14
Morrisville, - - -	124 61	Oakland, - - -	28 32	Pittsford, - - -	308 49
Moscow, - - -	151 44	Oak Orchard, - - -	20 79	Pittstown, - - -	79 46
Mountain Ridge, - - -	39 34	Ogden, - - -	54 19	Plainfield, - - -	30 80
Mount Cambria, - - -	3 25	Ogdensburg, - - -	984 09	Plainfield Centre, - - -	1 84
Mount Hope, - - -	51 99	Oil Springs, - - -	3 34	Plainville, - - -	7 07
Mount Morris, - - -	166 44	Olean, - - -	101 21	Plattekill, - - -	34 69
Mount Pleasant, - - -	297 09	Oneida, - - -	58 79	Plattsburg, - - -	685 72
Mount Ross, - - -	1 67	Oneondaga Court-house, - - -	229 37	Pleasant Valley, - - -	146 21
Mount Upton, - - -	57 62	Oneondaga Hollow, - - -	179 68	Pleasantville, - - -	6 69
Mount Washington, - - -	2 14	Ontario, - - -	105 20	Pleis, - - -	12 48
Mud Creek, - - -	8 45	Openheim, - - -	36 03	Plymouth, - - -	59 01
Murray, - - -	94 82	Oran, - - -	59 23	Pleasant Plains, - - -	3 41
Musquito Cove, - - -	38 12	Orange, - - -	16 50	Poland, - - -	43 74
Nankin, - - -	38 44	Orangeburg, - - -	6 32	Pompey, - - -	143 36
Nanticoke, - - -	27 97	Orangeville, - - -	46 60	Pondsville, - - -	45 13
Naples, - - -	83 64	Oregon, - - -	7 79	Poplar Ridge, - - -	58 13
Napoli, - - -	32 53	Oriskany, - - -	88 74	Portageville, - - -	21 05
Nashville, - - -	17 08	Oriskany Falls, - - -	23 19		
Nassau Village, - - -	91 04	Ovington, - - -	29 87		

NEW YORK—Continued.

Port Byron, - - -	\$135 31	Salt Point, - - -	\$13 64	South Le Roy, - - -	\$16 06
Port Gibson, - - -	32 96	Salt Springville, - - -	12 52	South Middletown, - - -	47 32
Port Henry, - - -	9 50	Salubria, - - -	17 34	South New Berlin, - - -	42 17
Port Kent, - - -	17 73	Sandbank, - - -	17 95	Southold, - - -	42 06
Portland, - - -	17 41	Sanford, - - -	7 77	South Onandaga, - - -	25 15
Portland Harbor, - - -	18 34	Sand Lake, - - -	75 90	South Oxford, - - -	8 96
Portlandville, - - -	10 06	Sandy Creek, - - -	57 49	South Pembroke, - - -	51 87
Potsdam, - - -	307 56	Sandy Hill, - - -	340 91	Southport, - - -	24 77
Potter's Hollow, - - -	6 21	Sangerfield, - - -	105 07	South Rutland, - - -	15 04
Poughkeepsie, - - -	1,595 10	Saratoga Springs, - - -	762 22	South Salem, - - -	33 67
Poughuag, - - -	21 77	Sardinia, - - -	44 95	South Sheridan, - - -	1 29
Pound Ridge, - - -	29 60	Saugerties, - - -	203 69	South Sodus, - - -	17 10
Prattsburg, - - -	135 88	Sauguit, - - -	121 85	South Stephentown, - - -	9 85
Pratt's Hollow, - - -	20 13	Sawpit, - - -	164 85	South Venice, - - -	17 26
Preble, - - -	88 83	Schaghticoke, - - -	198 61	Southville, - - -	9 77
Preston, - - -	31 80	Schenectady, - - -	1,623 51	South Wales, - - -	20 11
Preston Hollow, - - -	31 83	Schodack Centre, - - -	33 30	South Westerlo, - - -	5 16
Princtown, - - -	11 96	Schodack, - - -	5 46	South Worcester, - - -	3 16
Prospect Hill, - - -	33 16	Scholarie Court-house, - - -	141 37	Spafford, - - -	42 71
Providence, - - -	31 75	Schohariekill, - - -	48 04	Sparta, - - -	32 88
Pulaski, - - -	10 12	Schroon Lake, - - -	41 90	Speedsville, - - -	68 79
Pultney, - - -	46 24	Schuyler's Lake, - - -	9 87	Spencer, - - -	22 90
Pultneyville, - - -	57 98	Schuyler'sville, - - -	217 13	Spencertown, - - -	74 83
Punchkill, - - -	6 47	Scienceville, - - -	23 23	Speonk, - - -	7 07
Putnam, - - -	32 93	Scio, - - -	8 98	Split Rock, - - -	6 46
Quaker Hill, - - -	37 40	Scipio, - - -	75 97	Spraker's Basin, - - -	19 25
Quaker Spring, - - -	29 76	Sconodona, - - -	10 25	Springfield, - - -	134 07
Quincey, - - -	40 70	Scotchtown, - - -	29 11	Spring Mills, - - -	23 74
Quogue, - - -	16 58	Scotland, - - -	8 12	Springville, - - -	3 06
Ramapo Works, - - -	110 35	Scott, - - -	40 61	Springwater, - - -	136 75
Randolph, - - -	32 57	Scottsville, - - -	124 32	Springwater, - - -	46 28
Rathbun's Settlement, - - -	3 82	Sciria, - - -	44 98	Staatsburgh, - - -	55 51
Reading, - - -	53 58	Searsville, - - -	22 01	Stafford, - - -	74 41
Red Creek, - - -	17 06	Seelysburg, - - -	14 70	Stamford, - - -	39 44
Redfield, - - -	19 41	Sempronius, - - -	158 16	Stanfordville, - - -	67 12
Red Hook, - - -	158 21	Seneca, - - -	42 84	Starkey's, - - -	88 48
Red Hook Landing, - - -	225 69	Seneca Falls, - - -	439 55	Starkville, - - -	7 07
Red Mills, - - -	13 90	Setauket, - - -	44 22	Stephentown, - - -	79 02
Remsen, - - -	89 75	Shandakin, - - -	20 26	Sterling, - - -	20 82
Rensselaerville, - - -	210 19	Sharon, - - -	20 52	Steuben, - - -	53 83
Rexford Flats, - - -	34 11	Shavertown, - - -	3 30	Stillwater, - - -	166 63
Reynoldsville, - - -	13 50	Shawangunk, - - -	69 37	Stillwellsville, - - -	24 36
Rhinebeck, - - -	143 58	Shelby, - - -	76 51	Stockbridge, - - -	10 29
Rhodes, - - -	3 18	Shelby Basin, - - -	17 50	Stockholm, - - -	41 98
Richfield, - - -	83 28	Sheldon, - - -	74 48	Stockton, - - -	40 35
Richford, - - -	51 30	Shenandoah, - - -	1 14	Stokes, - - -	32 95
Richland, - - -	242 69	Sherburne, - - -	198 90	Stone Church, - - -	14 94
Richmond Hill, - - -	64 72	Sherwood's Corner, - - -	80 00	Stony Brook, - - -	25 43
Richmond, - - -	57 25	Shingle Creek, - - -	4 34	Stormville, - - -	27 58
Richmond Valley, - - -	9 84	Shookville, - - -	8 32	Stow's Square, - - -	17 94
Richmondville, - - -	24 90	Short Tract, - - -	11 92	Stratford, - - -	26 61
Richville, - - -	15 31	Shrub Oak, - - -	2 49	Strykersville, - - -	6 39
Ridgeberry, - - -	16 32	Sidney, - - -	16 82	Stuyvesant, - - -	1 56
Ridgeville, - - -	12 44	Sidney Plains, - - -	34 88	Stuyvesant's Landing, - - -	45 38
Ridgeway, - - -	58 18	Siloam, - - -	18 70	Suffolk Court House, - - -	61 44
Riga, - - -	99 97	Silver Creek, - - -	68 08	Sugar Hill, - - -	9 91
Ripley, - - -	43 17	Silver Lake, - - -	8 50	Sugar Loaf, - - -	19 39
Ripley Hill, - - -	2 00	Skeneateles, - - -	715 51	Sullivan, - - -	96 12
River Road, - - -	4 48	Slate Hill, - - -	29 57	Summer Hill, - - -	56 64
River Road Forks, - - -	4 68	Slatersville, - - -	25 92	Summer's Valley, - - -	2 62
Rochester, - - -	6,830 58	Sloansville, - - -	48 24	Summit, - - -	27 13
Rockdale, - - -	4 44	Smithsborough, - - -	25 31	Susquehannah, - - -	8 05
Rockland, - - -	9 09	Smithtown, - - -	110 21	Sweden, - - -	55 39
Rock Stream, - - -	30 41	Smith's Valley, - - -	17 57	Syracuse, - - -	1,468 00
Rodman's, - - -	66 73	Smithville, - - -	63 88	Taberg, - - -	71 73
Rome, - - -	550 81	Smithville Flats, - - -	54 90	Taghkanick, - - -	14 81
Romulus, - - -	116 14	Smyrna, - - -	106 50	Tappan Village, - - -	22 25
Root, - - -	37 44	Sociality, - - -	75	The City, - - -	20 02
Rose's, - - -	28 06	Sodus Point, - - -	34 65	Theresa, - - -	32 27
Rosendale, - - -	42 56	Solon, - - -	27 68	The Square, - - -	38 94
Rose Valley, - - -	25 60	Somers, - - -	92 90	Thomasville, - - -	3 17
Rossie Iron works, - - -	10 05	Somerset, - - -	41 23	Thompsonville, - - -	7 87
Rotterdam, - - -	14 47	Somerville, - - -	12 52	Throopville, - - -	45 97
Rouse's Point, - - -	69 13	South America, - - -	38 47	Thurman, - - -	74 32
Roxbury, - - -	52 78	Southampton, - - -	57 22	Ticonderoga, - - -	181 85
Royalton, - - -	80 74	South Bainbridge, - - -	31 10	Tobehanna, - - -	6 10
Royalton Centre, - - -	28 31	South Ballston, - - -	28 79	Tomhannock, - - -	60 86
Rush, - - -	121 17	South Barre, - - -	3 44	Tompkins, - - -	6 24
Rushford, - - -	50 82	South Bristol, - - -	16 76	Tompkinsville, - - -	81 50
Rushville, - - -	117 03	South Broadalbin, - - -	12 09	Tonawanta, - - -	54 34
Russell, - - -	15 97	South Brookfield, - - -	14 83	Townsend, - - -	3 91
Russia, - - -	88 15	South Cameron, - - -	11 03	Transit Line, - - -	10 00
Russia Iron works, - - -	166 50	South Chili, - - -	20 66	Trenton, - - -	155 99
Rutland, - - -	44 08	South Corinth, - - -	11 70	Triangle, - - -	29 68
Rye, - - -	35 67	South Dansville, - - -	11 26	Tripe's Hill, - - -	29 78
Sackett's Harbor, - - -	630 19	South Dover, - - -	23 67	Troupsburg, - - -	5 87
Sag Harbor, - - -	212 32	South Durham, - - -	12 65	Troy, - - -	5,455 26
Saint Johnsville, - - -	83 93	Southeast, - - -	59 44	Trumansburg, - - -	253 69
Salem, - - -	437 56	South Edwards, - - -	16 24	Truxton, - - -	123 91
Salem Centre, - - -	3 97	South Hamilton, - - -	3 70	Tully, - - -	99 89
Salina, - - -	552 26	South Hartford, - - -	41 77	Turin, - - -	144 93
Salisbury, - - -	107 87	South Cortwright, - - -	37 74	Tuscarora, - - -	8 74
Salisbury Mills, - - -	44 88	South Lansing, - - -	24 46	Tyler, - - -	13 97

NEW YORK—Continued.

Tyrone, - - -	\$40 95	Waterloo, - - -	\$523 99	Westtown, - - -	\$29 29
Ulsterville, - - -	13 72	Watertown, - - -	1,252 78	West Troupsburg, - - -	5 54
Unadilla, - - -	126 50	Watervale, - - -	18 20	West Wheeler, - - -	4 00
Unadilla Forks, - - -	27 01	Waterville, - - -	180 54	West Winfield, - - -	36 79
Union, - - -	28 60	Watervliet, - - -	305 42	Wethersfield, - - -	25 80
Union Ellery, - - -	27 54	Watervliet Centre, - - -	28 16	Wetmore, - - -	1 74
Union Society, - - -	13 32	Wawarsing, - - -	21 12	Whalen's Store, - - -	42 11
Union Springs, - - -	136 65	Wayne, - - -	25 39	Wheatland, - - -	91 79
Union Square, - - -	52 22	Wayne Four Corners, - - -	45	Wheeler, - - -	28 90
Uniontown, - - -	5 84	Wayne Hotel, - - -	14 33	White Creek, - - -	118 94
Union Village, - - -	24 38	Weedsport, - - -	204 13	Whitehall, - - -	391 37
Unionville, - - -	29 51	Wellington, - - -	9 61	White Lake, - - -	42 60
Upper Lisle, - - -	16 23	Wells, - - -	14 34	White Plains, - - -	137 77
Upper Red Hook, - - -	129 35	Wellsburg, - - -	14 46	White's Town, - - -	356 72
Urbana, - - -	70 60	Wells's Corner, - - -	17 25	White's Store, - - -	12 44
Utica, - - -	6,664 67	Wessex, - - -	2 81	Whitney's Point, - - -	26 05
Van Buren, - - -	17 67	West Almond, - - -	18 66	Wilber's Basin, - - -	10 44
Valentine, - - -	12 70	West Amsterdam, - - -	3 87	Willett, - - -	12 23
Vanhorpsville, - - -	22 89	West Bloomfield, - - -	219 39	Williamsburg, - - -	29 35
Varysburg, - - -	17 33	West Brookville, - - -	10 51	Williamstown, - - -	57 74
Venice, - - -	47 76	West Camden, - - -	3 57	Williamsville, - - -	120 66
Verbank, - - -	19 97	West Charlton, - - -	19 40	Willink, - - -	117 56
Vermont, - - -	14 43	West Chateaugay, - - -	8 00	Willsborough, - - -	52 49
Vernal, - - -	18 49	West Chemung, - - -	16 06	Willseyville, - - -	4 91
Vernon, - - -	334 57	West Chester, - - -	104 76	Wilmington, - - -	19 88
Vernon Centre, - - -	70 08	West Constable, - - -	17 67	Wilna, - - -	28 07
Vernon, - - -	113 81	West Coy, - - -	1 98	Wilson, - - -	27 56
Vestal, - - -	4 90	West Fayette, - - -	12 00	Wilton, - - -	29 86
Veteran, - - -	15 12	Westfield, - - -	220 18	Windham, - - -	114 05
Victor, - - -	140 57	Westford, - - -	44 68	Windsor, - - -	105 85
Vienna, - - -	48 98	West Galway Church, - - -	83 46	Winfield, - - -	89 73
Villanova, - - -	25 31	West Greenfield, - - -	24 20	Wolcott, - - -	87 52
Virgil, - - -	62 64	West Guilderland, - - -	1 23	Woodbourne, - - -	8 74
Vista, - - -	6 59	West Hempstead, - - -	4 70	Woodhull, - - -	8 61
Volney, - - -	59 20	West Hills, - - -	5 53	Woodstock, - - -	43 90
Waddington, - - -	234 66	West Hebron, - - -	27 97	Woodville, - - -	35 77
Wadham's Mills, - - -	7 97	West Hinsdale, - - -	1 77	Woodwardsville, - - -	11 52
Wading River, - - -	10 79	West Leyden, - - -	11 86	Worcester, - - -	47 46
Walden, - - -	111 69	West Linklaen, - - -	5 76	Wurtsborough, - - -	10 71
Wales, - - -	34 55	West Lodi, - - -	26 69	Wynatskill, - - -	29 49
Walkill, - - -	6 42	West Lnwville, - - -	5 58	Wyoming, - - -	79 29
Wallersville, - - -	7 25	West Martinsburg, - - -	8 88	Yates, - - -	9 73
Walton, - - -	62 64	West Mendon, - - -	98 28	Yatesville, - - -	13 45
Wampsville, - - -	64 11	West Meredith, - - -	19 13	Yonkers, - - -	136 14
Wappinger's Creek, - - -	80 25	West Mina, - - -	12 07	York, - - -	148 96
Wadsburgh, - - -	4 35	Westmoreland, - - -	154 47	Yorkshire, - - -	26 15
Warren, - - -	40 95	West Point, - - -	965 69	Yorktown, - - -	33 49
Warsaw, - - -	216 35	Westport, - - -	87 44	Young's Office, - - -	25 40
Warwick, - - -	110 39	West Richmond, - - -	54 50	Youngstown, - - -	238 70
Washington, - - -	110 53	West Schuyler, - - -	27 14	Zoar, - - -	4 99
Washington Hollow, - - -	15 54	West Sparta, - - -	77		
Waterborough, - - -	14 32	West Stephentown, - - -	5 31	Total of New York, - - -	\$290,843 35
Waterford, - - -	453 66	West Stockholm, - - -	11 99		

NEW JERSEY.

Absecomb, - - -	\$24 25	Canton, - - -	\$7 48	Flanders, - - -	\$13 09
Alexandria, - - -	9 64	Cape Island, - - -	42 21	Flatbrookville, - - -	4 17
Allamuchy, - - -	10 14	Cape May Court-house, - - -	32 61	Flemington, - - -	102 97
Allentown, - - -	92 75	Carpenter's Landing, - - -	8 45	Fredon, - - -	7 66
Allowaystown, - - -	38 39	Cedar Creek, - - -	16 58	Freehold, - - -	135 92
Amboy, - - -	207 77	Cedarville, - - -	26 01	Glassborough, - - -	13 42
Anderson, - - -	10 96	Centreville, - - -	20 31	Gloucester Furnace, - - -	18 51
Andover, - - -	14 79	Chatham, - - -	40 31	Goshen, - - -	16 79
Aquaackanonck, - - -	46 28	Chester, - - -	47 78	Gratitude, - - -	6 96
Arnetown, - - -	11 01	Chew's Landing, - - -	9 12	Gravel Hill, - - -	11 39
Asbury, - - -	27 29	Clarksborough, - - -	17 25	Gravelly Landing, - - -	19 16
Alsion, - - -	35 33	Clarksville, - - -	2 88	Greenwich, - - -	48 40
Augusta, - - -	24 44	Clinton, - - -	61 08	Hackensack, - - -	121 99
Baptistown, - - -	11 23	Cold Springs, - - -	23 94	Hacketts town, - - -	83 01
Bargaintown, - - -	27 81	Colt's Neck, - - -	20 61	Haddonsfield, - - -	66 84
Barneget, - - -	15 76	Columbia, - - -	6 33	Hamburgh, - - -	72 66
Baskenridge, - - -	56 48	Columbus, - - -	33 36	Hammonton, - - -	16 78
Bass River, - - -	16 64	Cooper's Ferry, - - -	35 06	Hancock Bridge, - - -	8 11
Beemerville, - - -	10 30	Coursenville, - - -	4 70	Hanover, - - -	52 41
Belleville, - - -	166 91	Cranberry, - - -	42 62	Hanover Neck, - - -	23 78
Belvidere, - - -	102 10	Crosswicks, - - -	32 17	Hardwick, - - -	3 21
Benville, - - -	4 74	Danville, - - -	2 03	Harlingen, - - -	35 38
Berkshire Valley, - - -	14 52	Deckerstown, - - -	61 83	Harmony, - - -	34 26
Beyan's, - - -	1 17	Deerfield Street, - - -	32 46	Head of Raritan, - - -	1 04
Bloomfield, - - -	155 03	Dennis's Creek, - - -	82 30	Heburn's, - - -	1 24
Bloomsburgh, - - -	19 50	Denville, - - -	25 92	Hightstown, - - -	54 38
Bordentown, - - -	208 49	Dividing Creek, - - -	17 49	Hoboken, - - -	34 43
Bottle Hill, - - -	112 08	Dover, - - -	42 90	Hope, - - -	60 24
Bound Brook, - - -	68 87	Easton, - - -	34 32	Hopewell, - - -	23 01
Branchville, - - -	13 44	Elizabethtown, - - -	822 80	Howell's Furnace, - - -	23 11
Bridgetown, - - -	333 29	Englishtown, - - -	43 14	Jackson Glassworks, - - -	3 07
Burlington, - - -	635 08	Evesham, - - -	16 01	Jacksonville, - - -	1 24
Caldwell, - - -	52 08	Fairton, - - -	25 31	Jersey City, - - -	240 45
Camden, - - -	120 15	Fishing Creek, - - -	4 86	Jobstown, - - -	12 90
Camptown, - - -	41 79	Flagtown, - - -	24 14	Johnsonburg, - - -	48 04

NEW JERSEY—Continued.

Juliestown, - - -	\$6 55	New Brunswick, - - -	\$1,482 33	Serepta, - - -	\$3 11
Kingston, - - -	5 91	New Egypt, - - -	37 57	Sargeantsville, - - -	13 23
Kingwood, - - -	12 43	Newfoundland, - - -	13 64	Sharpstown, - - -	29 59
Kline's Mills, - - -	4 74	New Germantown, - - -	44 80	Shrewsbury, - - -	72 66
Knowlton, - - -	7 24	New Hampton, - - -	18 89	Six Mile Run, - - -	5 86
Lafayette, - - -	8 28	Newport, - - -	10 43	Smith's Landing, - - -	6 00
Lambertsville, - - -	111 94	New Prospect, - - -	32 88	Somers's Point, - - -	46 42
Lawrenceville, - - -	27 01	New Providence, - - -	26 09	Somersville, - - -	208 32
Lebanon, - - -	32 06	Newton, - - -	232 01	South River, - - -	17 27
Lead's Point, - - -	9 71	New Vernon, - - -	3 92	Sparta, - - -	34 70
Liberty Corner, - - -	16 11	New Village, - - -	21 45	Spottswood, - - -	46 27
Little Falls, - - -	28 10	North Branch, - - -	15 52	Springfield, - - -	102 17
Littleton, - - -	7 48	Orange, - - -	188 73	Squancum, - - -	14 27
Livingston, - - -	16 08	Oxford Furnace, - - -	4 16	Stanhope, - - -	40 70
Lockwood, - - -	9 87	Parsippany, - - -	79 35	Stephen's Creek, - - -	9 80
Longacoming, - - -	24 67	Pascack, - - -	4 29	Stewartsville, - - -	7 24
Malaga, - - -	29 14	Paterson, - - -	916 24	Still Valley, - - -	16 44
Manahawkin, - - -	30 45	Peapack, - - -	12 63	Still Water, - - -	23 28
Manasquan, - - -	17 48	Pedricktown, - - -	6 57	Stockholm, - - -	13 90
Manfield, - - -	43 79	Pemberton, - - -	78 35	Sucksasunny, - - -	68 31
Marksborough, - - -	9 62	Pennington, - - -	36 53	Sweedsborough, - - -	66 50
Martinsville, - - -	2 36	Perryville, - - -	9 18	Tom's River, - - -	24 48
Matteson's Corner, - - -	9 91	Pittsgrove, - - -	33 59	Townsburg, - - -	7 60
Mauricetown, - - -	19 34	Pittstown, - - -	14 28	Trenton, - - -	1,833 53
May's Landing, - - -	35 74	Plainfield, - - -	120 46	Tuckahoe Bridge, - - -	66 56
Mead's Basin, - - -	4 43	Pleasant Mills, - - -	54 64	Tuckerton, - - -	51 79
Medford, - - -	46 72	Pluckemin, - - -	20 64	Union, - - -	26 13
Mendham, - - -	116 96	Pompton, - - -	55 64	Vansyckel's, - - -	11 17
Middletown, - - -	39 59	Port Elizabeth, - - -	120 79	Vernon, - - -	28 47
Middletown Point, - - -	45 59	Pottersville, - - -	3 88	Vincenton, - - -	21 68
Millford, - - -	30 43	Powerville, - - -	12 05	Wallpack, - - -	6 34
Millington, - - -	3 51	Pralsville, - - -	5 09	Walnut Valley, - - -	43
Millstone, - - -	37 50	Princeton, - - -	1,377 49	Warren, - - -	5 68
Millville, - - -	77 57	Quakertown, - - -	13 97	Washington, - - -	16 83
Milton, - - -	12 35	Quintin's Bridge, - - -	1 70	Westfield, - - -	47 44
Monroe, - - -	10 73	Rahway, - - -	631 04	West Milford, - - -	8 40
Montague, - - -	20 41	Ramseysburg, - - -	4 17	West House, - - -	30 31
Montville, - - -	13 04	Ringoes, - - -	40 23	Woodbridge, - - -	85 78
Moorestown, - - -	75 94	Roadstown, - - -	31 10	Woodbury, - - -	119 63
Morristown, - - -	700 02	Rockaway, - - -	66 83	Woodstown, - - -	44 49
Mount Freedom, - - -	15 18	Rocky Hill, - - -	14 16	Woodsville, - - -	16 26
Mount Holly, - - -	274 84	Salem, - - -	388 07	Wrightstown, - - -	21 05
Mount Pleasant, - - -	6 01	Sandyston, - - -	11 76		
Mullico Hill, - - -	32 67	Schooley's Mount, - - -	58 13	Total of New Jersey, - - -	\$20,767 56
Newark, - - -	3,030 86	Scotch Plains, - - -	37 99		

PENNSYLVANIA.

Aaronsburg, - - -	\$74 34	Belle Vernon, - - -	\$15 19	Buffalo, - - -	\$31 35
Abottstown, - - -	35 51	Belleville, - - -	50 03	Burgetstown, - - -	54 12
Abington, - - -	27 04	Bennet's Branch, - - -	15 01	Burnt Cabins, - - -	28 10
Adamsburg, - - -	55 16	Beutleyville, - - -	14 89	Bursosville, - - -	4 82
Adamstown, - - -	32 55	Berlin, A. county, - - -	30 30	Bushkill, - - -	15 60
Adamsville, - - -	4 73	Berlin, S. county, - - -	92 31	Buxton, - - -	106 83
Agnew's Mills, - - -	19 26	Bermudian, - - -	12 22	Butler, - - -	179 72
Alba, - - -	2 28	Berwick, - - -	227 71	Butztown, - - -	19 96
Alexandria, - - -	101 78	Bethany, - - -	157 69	Byberry, - - -	14 86
Alleghany Bridge, - - -	2 97	Bethel, - - -	19 33	Cain's, - - -	26 40
Allen, - - -	5 98	Bethlehem, - - -	602 59	Callensburg, - - -	5 83
Allentown, - - -	403 04	Birchardsville, - - -	10 71	Campbelltown, - - -	22 65
Allenville, - - -	30 60	Birdsborough, - - -	6 40	Canoe Camp, - - -	1 81
Alum Bank, - - -	18 94	Birmingham, - - -	92 57	Canonsburg, - - -	418 62
Amity, - - -	32 51	Black Horse, - - -	64 63	Canton, - - -	15 14
Andalusia, - - -	63 57	Blair's Gap, - - -	59 20	Carbondale, - - -	82 23
Andersonburg, - - -	15 67	Blairsville, - - -	588 43	Carlisle, - - -	1,603 15
Antis Township, - - -	11 97	Blakeley, - - -	11 73	Carmichael's, - - -	30 44
Anville, - - -	90 85	Blockley, - - -	2 13	Carpenter's Mills, - - -	41
Apollo, - - -	28 76	Bloody Run, - - -	85 13	Carwinstown, - - -	10 63
Arbela, - - -	2 96	Bloomfield, - - -	8 46	Cattawissa, - - -	134 32
Armagh, - - -	169 98	Bloomsburg, - - -	131 73	Cedar Springs, - - -	12 56
Asylum, - - -	11 50	Blossburg, - - -	12 25	Centre Moreland, - - -	8 83
Athens, - - -	135 42	Boalsburg, - - -	76 92	Centre Point, - - -	4 81
Attleborough, - - -	44 21	Bolivar, - - -	114 70	Centre Square, - - -	8 47
Augusta, - - -	1 82	Boyerstown, - - -	10 40	Centreville, - - -	11 64
Aurora, - - -	1 80	Braintown, - - -	61 83	Cerestown, - - -	27 75
Avondale, - - -	12 22	Branchtown, - - -	16 91	Chambersburg, - - -	1,185 57
Bainbridge, - - -	67 98	Brandywine Manor, - - -	32 35	Chanceford, - - -	24 02
Bakerstown, - - -	18 97	Briecland's Cross Roads, - - -	93 59	Chapman, - - -	10 98
Barren Hill, - - -	18 47	Bristol, - - -	371 28	Chatham, - - -	19 83
Bart, - - -	50 50	Brockville, - - -	2 54	Chenango, - - -	10 33
Bath, - - -	80 76	Brockwaysville, - - -	26 18	Cherry, - - -	16 92
Beach Grove, - - -	83 61	Brower's, - - -	11 69	Cherry Ridge, - - -	10 60
Beallsville, - - -	51 10	Brownsburg, - - -	21 74	Cherrytree, - - -	5 48
Bear Gap, - - -	6 32	Brown's Mills, - - -	92 93	Cherryville, - - -	56 93
Beaverdam, - - -	2 68	Brownsville, - - -	572 99	Chesnut Hill, - - -	26 51
Beaver, - - -	195 27	Brunfieldville, - - -	4 32	Chesnut Level, - - -	67 17
Beavertown, - - -	30 14	Bryant's, - - -	70	Chester, - - -	519 73
Bedford, - - -	589 64	Buckingham, - - -	53 42	Chester Springs, - - -	56 64
Beelan's Ferry, - - -	2 63	Bucksville, - - -	10 23	Cheyney's Shop, - - -	2 23
Bellefonte, - - -	438 18	Buck Tavern, - - -	70 47	Chillisequaque, - - -	8 40

PENNSYLVANIA—Continued.

Chocanut, -	\$4 78	Economy, -	\$94 69	Harrisburg, -	\$10,170 67
Churchtown, -	99 02	Edgemont, -	20 93	Harrison, -	6 29
Churchtown, C. county, -	4 17	Edsalville, -	4 10	Harrisville, -	25 46
Clarion, -	8 37	Eldersville, -	14 72	Hartleton, -	49 18
Clark's Ferry, -	128 67	Elderton, -	20 64	Hart's Cross Roads, -	20 04
Clarkstown, -	99 15	Eldredville, -	8 98	Hartsville, -	66 49
Clarksville, -	22 53	Elizabeth Court-house, -	72 12	Harveysville, -	14 88
Claysville, -	95 72	Elizabethtown, -	123 85	Hat, -	14 63
Clearfield, -	24 97	Elk Creek, -	49 51	Hatborough, -	37 97
Clermontville, -	7 53	Elkland, -	7 37	Heidlersburg, -	9 99
Clingan's, -	5 39	Elk Lick, -	24 66	Hellen, -	8 64
Clinton, -	22 92	Ellerslie, -	5 43	Hellertown, -	16 36
Coswilt, -	139 94	Elliottsburg, -	1 63	Henderson, -	9 90
Cochransville, -	113 13	Emaus, -	12 31	Herriotsville, -	64
Codorus, -	14 97	Ennisville, -	30 36	Hetrick's, -	11 91
Coffee Creek, -	8 33	Ephrata, -	78 96	Hickory, -	40 78
Coffee Run, -	13 19	Erie, -	114 03	High Spire, -	2 37
Colebrookdale, -	17 68	Erwinna, -	143 52	Hilleglass, -	9 67
Colerain, -	16 15	Espy, -	14 78	Hillsborough, -	42 16
Colerain Forge, -	63 53	Evensburg, -	33 39	Hill's Grove, -	7 79
Collinsville, -	8 24	Exeter, -	10 53	Hillsville, -	13 53
Columbia, -	761 50	Experiment Mills, -	18 85	Hilltown, -	8 88
Columbia Cross Roads, -	8 73	Factoryville, -	4 29	Hinkleton, -	22 07
Columbus, -	25 82	Fairdale, -	1 13	Hogeston, -	83 02
Concord, -	32 26	Fairmount, -	72 71	Holly Ironworks, -	5 08
Concord Meeting-house, -	25 27	Fairview, -	19 02	Holidaysburg, -	46 12
Conemaugh, -	4 78	Falls, -	32 11	Holmesburg, -	180 15
Conestoga, -	17 24	Fallston, -	5 48	Honesdale, -	151 32
Conewango, -	43 07	Falltown, -	92 33	Honeybrook, -	42 67
Conneautville, -	19 64	Falmouth, -	53 99	Hookestown, -	38 33
Connellsville, -	193 91	Fannetsburg, -	54 09	Hopbottom, -	41 77
Conyngham, -	62 96	Fawn Grove, -	8 38	Hopewell, -	38 35
Cookstown, -	59 72	Fayetteville, -	52 93	Horseham, -	17 88
Coolbaugh, -	21 19	Finleyville, -	29 98	Howard, -	5 38
Cootstown, -	97 41	Fishing Creek, -	3 50	Hulingsburg, -	9 15
Covington, -	27 28	Poglesville, -	24 00	Huling's Ferry, -	73 57
Cowdersport, -	22 31	Fox, -	9 60	Hulmesville, -	18 79
Craig's Meadow, -	6 70	Foxburg, -	6 13	Hummelstown, -	116 19
Crooked Creek, -	4 01	Frankonia, -	1 04	Humphreysville, -	4 12
Cross Creek Village, -	43 75	Frankford, -	286 63	Huntingdon, -	622 72
Cumberland Valley, -	1 52	Frankfort, -	37 39	Huntingdon Furnace, -	3 76
Curwinstown, -	61 54	Franklin, -	100 68	Huntsville, -	6 40
Daggett's Mills, -	8 49	Franklindale, -	5 70	Ikesburg, -	17 11
Dale, -	12 02	Franklintown, -	9 90	Independence, -	43 32
Dallas, -	2 44	Frankstown, -	50 90	Indiana, -	200 73
Dalmatia, -	22 73	Fredericktown, -	17 39	Ingham, -	4 43
Damascus, -	26 70	Freeburg, -	18 20	Intercourse, -	20 41
Danborough, -	22 81	Freedsburg, -	7 96	Irvine, -	8 59
Danton, -	04	Freeport, -	106 13	Ivy Mills, -	28 77
Danville, -	435 34	French Mills, -	11 72	Jack's, -	108 74
Darby's, -	130 38	Freysburg, -	16 95	Jackson, -	4 70
Darlingsville, -	12 90	Friendsville, -	57 08	Jacksonhall, -	10 16
Dartmouth, -	4 79	Fruit Hill, -	2 24	Jacksonville, -	28 34
Dauphin, -	45 51	General's, -	9 04	Jefferson, -	74 55
Davisville, -	13 62	General Wayne, -	74	Jeffersonville, -	9 53
Deerfield, -	9 34	Gap, -	39 08	Jenkintown, -	67 18
Delaware, -	8 45	Gebhart's, -	7 26	Jennersville, -	15 88
Derry, -	4 62	Geiger's Mills, -	10 33	Jersey Shore, -	221 62
Dickinson, -	31 57	Georgetown, -	11 54	Jerseytown, -	33 17
Dillsburg, -	54 51	Georgetown, M. county, -	38 17	Johnstown, -	103 13
Dill's Ferry, -	17 63	Germantown, -	571 16	Jonestown, -	75 60
Dillworthtown, -	16 41	Gettysburg, -	632 51	Juniata, -	7 08
Dimocksville, -	6 39	Gibson, -	57 01	Juniata Crossings, -	20 18
Dingman's Ferry, -	26 73	Glade Run, -	8 83	Juniata Falls, -	25 85
Doe Run, -	38 85	Goshenville, -	9 82	Karthaus, -	29 60
Dolington, -	11 64	Graz, -	58 33	Keating, -	2 30
Donegal, -	47 01	Gray's Settlement, -	10 33	Keener's Mills, -	16 66
Douglass's Mills, -	15 75	Graysville, -	20 73	Kennet's Square, -	52 94
Douglassville, -	13 81	Great Bend, -	47 05	Kensington, -	633 67
Dover, -	22 61	Great Saltworks, -	37 82	Kent, -	9 38
Dowington, -	161 44	Greencastle, -	267 10	Keinsville, -	27 55
Doylestown, -	123 20	Greenfield, -	15 82	Kersey's, -	4 93
Dry Run, -	12 11	Greensburg, G. county, -	77 74	Kimberton, -	48 12
Dublin, -	5 29	Greensburg, W. county, -	534 79	Kimbleville, -	15 80
Dundaff, -	145 94	Green Valley, -	4 15	Kingsessing, -	30 32
Dunnsburg, -	17 76	Green Village, -	29 89	Kingston, -	132 31
Dutosburg, -	50 34	Greenville, -	27 34	Kinzua, -	26 03
Earle, -	18 85	Greenwood, -	14 18	Kirk's Mills, -	30 41
East Berlin, -	45 79	Griersburg, -	139 50	Kiskiminetas, -	78 05
East Bethlehem, -	11 83	Guilford, -	9 13	Kittaning, -	299 41
East Bloomsfield, -	56 14	Gulf Mills, -	24 24	Klinesville, -	16 40
East Bloomfield, -	3 02	Guthrieville, -	10 70	Knoxville, -	22 48
East Hanover, -	12 37	Gwyned, -	4 41	Kreidersville, -	48 94
East Hempfield, -	37 26	Halfmoon, -	41 50	Kylersville, -	2 21
East Liberty, -	22 89	Halifax, -	90 75	Kulpsville, -	1 14
East Nantmeal, -	14 79	Hamburg, -	138 11	Lady Washington, -	04
Easton, -	1,140 08	Hampton, -	40 47	Lairdsville, -	3 80
East Penn, -	3 60	Hamor's Store, -	12 21	Lampetre Square, -	33 17
East Smithfield, -	15 52	Hanover, -	26	Lancaster, -	2,501 28
East Waterford, -	36 16	Harlensburg, -	154 18	Landsburg, -	79 05
East Whiteland, -	57 49	Harmon'sburg, -	19 31	Lanesville, -	18 71
Eaton, -	8 12	Harmony, -	15 76	Laughington, -	54 69
Ebensburg, -	123 36		157 86	Laurel Hill, -	21 19

PENNSYLVANIA—Continued.

Lawrenceburg, - - -	\$27 40	Mifflinburg, - - -	\$116 00	North Sharon, - - -	\$21 84
Lausanne, - - -	20 61	Mifflintown, - - -	215 58	Northumberland, - - -	505 12
Laurenceville, - - -	98 03	Mifflinville, - - -	32 12	Northville, - - -	15 66
Lausville, - - -	12 78	Milesburg, - - -	47 28	North Washington, - - -	28 81
Leacock, - - -	76 13	Milford, - - -	103 66	North Whitehall, - - -	29 20
Lebanon, - - -	533 36	Millersburgh, - - -	101 50	Norwich, - - -	3 08
Leechburg, - - -	6 86	Millersstown, - - -	159 98	Ohioville, - - -	9 67
Leesburg, - - -	6 47	Millersville, - - -	21 26	Oil Creek, - - -	30 18
Lehigh Gap, - - -	38 45	Millhall, - - -	126 87	Old Fort, - - -	19 20
Lehighton, - - -	67 08	Millheim, - - -	33 60	Oley Furnace, - - -	20 35
Leiperville, - - -	30 01	Millborough, - - -	16 93	Orangeville, - - -	33 88
Lenox, - - -	16 25	Milltown, - - -	11 06	Orwell, - - -	42 07
Le Raysville, - - -	17 55	Millville, - - -	9 80	Orwigsburgh, - - -	346 49
Lewisberry, - - -	48 15	Milton, - - -	550 82	Ottsville, - - -	14 53
Lewisburg, - - -	153 42	Monroe, - - -	20 34	Oxford, - - -	69 64
Lewistown, - - -	1,243 82	Monroe, B. county, - - -	69 95	Painter's Cross Roads, - - -	8 54
Lexington, - - -	21 18	Montgomery, - - -	40 04	Palmyra, - - -	38 75
Liberty, - - -	45 23	Montgomery Ferry, - - -	20 17	Paoli, - - -	65 67
Liberty Pole, - - -	10 06	Montmorency, - - -	7 87	Paradise, - - -	123 78
Licking Creek, - - -	38 64	Montrose, - - -	239 19	Parkersville, - - -	15 28
Ligonier, - - -	49 23	Moorestown, - - -	18 95	Parkinson's Ferry, - - -	123 19
Limerick, - - -	10 58	Moreland, - - -	72 67	Peach Bottom, - - -	49 28
Limestone, - - -	10 91	Morgantown, - - -	22 22	Penn Line, - - -	8 84
Line Lexington, - - -	5 70	Morrisville, - - -	141 85	Pennsville, - - -	9 74
Line Mills, - - -	8 75	Mount Bethel, - - -	48 12	Penn Township, - - -	125 81
Linglestown, - - -	26 02	Mount Jackson, - - -	38 07	Perkiomen Bridge, - - -	35 95
Lionville, - - -	17 75	Mount Joy, - - -	189 22	Perry, - - -	17 18
Lisburn, - - -	30 49	Mount Lewis, - - -	10 91	Perryopolis, - - -	51 61
Litchfield, - - -	4 00	Mount Morris, - - -	17 65	Perryville, - - -	9 60
Litz, - - -	156 44	Mount Pleasant, W. county, - - -	17 96	Petersburgh, - - -	67 04
Little Britain, - - -	10 67	Mount Pleasant, Westm'd. co. - - -	153 01	Peters' Mountain, - - -	6 62
Livermore, - - -	165 84	Mount Republic, - - -	12 77	Phifer's Cross Roads, - - -	6 25
Liverpool, - - -	4 46	Mount Vernon, - - -	14 89	Philadelphia, - - -	89,203 65
Loags, - - -	1 88	Mountville, - - -	36 10	Philipsburgh, - - -	198 49
Logan, - - -	5 16	Muncey, - - -	23 70	Phillipsville, - - -	3 84
Logansville, - - -	53 06	Munster, - - -	261 10	Phoenixville, - - -	66 99
London Grove, - - -	14 17	Murrinsville, - - -	4 64	Pigeon Hill, - - -	7 08
Long Swamp, - - -	26 18	Myerstown, - - -	85 96	Pike, - - -	25 80
Loretto, - - -	7 68	Nanticoke, - - -	42 08	Pine Creek, - - -	7 55
Lottsville, - - -	109 83	Nazareth, - - -	277 72	Pine Grove, - - -	31 15
Louden, - - -	18 45	Neffsville, - - -	6 21	Pine Grove Mills, - - -	28 76
Lower Beaver, - - -	28 20	Nelson, - - -	1 13	Piqua, - - -	17 52
Lower Chanceford, - - -	9 93	Nether Providence, - - -	30 84	Pittsburgh, - - -	9,229 41
Lower Sancon, - - -	3 38	Nescopeck, - - -	4 10	Pittston, - - -	21 08
Lowhill, - - -	97 12	New Albany, - - -	9 07	Pittston Ferry, - - -	19 30
Lumberville, - - -	23 71	New Alexandria, - - -	94 37	Plainsville, - - -	15 17
Lycorning Creek, - - -	22 21	New Bedford, - - -	41 46	Pleasant Hill, - - -	1 77
Lynville, - - -	18 85	New Berlin, - - -	141 10	Pleasant Mount, - - -	58 12
McAllisterville, - - -	185 13	Newberry, - - -	40 14	Pleasant Unity, - - -	20 39
McClellandtown, - - -	7 75	Newberrytown, - - -	6 65	Pleasant Valley, - - -	3 99
McConnellsburg, - - -	56 95	New Bloomfield, - - -	95 03	Plumb, - - -	08
McDowell's Mills, - - -	54 31	New Britain, - - -	86	Plymouth, - - -	50 41
McEwingsville, - - -	51 31	New Buffalo, - - -	13 24	Point Pleasant, - - -	59 96
McKeansburg, - - -	6 20	Newburgh, - - -	20 11	Port Barnett, - - -	21 02
McKean's Old Stand, - - -	33 91	New Castle, - - -	91 77	Portersville, - - -	9 92
McKee's Half Falls, - - -	22 92	New Columbia, - - -	27 34	Potter's Mills, - - -	51 91
McKeesport, - - -	205 99	New Covington, - - -	9 52	Pottstown, - - -	226 17
Macungy, - - -	15 02	New Cumberland, - - -	25 63	Pottsville, - - -	2,032 18
McVeytown, - - -	11 71	New Derry, - - -	23 83	Providence, - - -	38 97
McWilliamstown, - - -	17 73	New Garden, - - -	98 30	Pughtown, - - -	21 61
Mahanoy, - - -	42 17	New Geneva, - - -	54 61	Punxetawney, - - -	38 11
Mahoning, - - -	129 96	New Germantown, - - -	10 74	Quakertown, - - -	62 80
Maiden Creek, - - -	12 28	New Hanover, - - -	7 54	Quigley's Mills, - - -	18 66
Manayunk, - - -	115 17	New Holland, - - -	129 40	Rackoon, - - -	19 54
Manchester, - - -	47 26	New Hope, - - -	324 25	Rainsburgh, - - -	21 10
Manheim, - - -	9 97	New Jerusalem, - - -	6 32	Randolph, - - -	13 24
Manor, - - -	24 73	New Lebanon, - - -	54 90	Rastraver, - - -	12 87
Manor Hill, - - -	10 04	New London Cross Roads, - - -	120 76	Raubsville, - - -	21 98
Mansfield, - - -	69 72	New Milford, - - -	49 55	Ratling Gap, - - -	73
Maple Grove, - - -	39 24	New Oxford, - - -	39 10	Reading, - - -	1,589 58
Marcus Hook, - - -	290 80	Newport, - - -	23 16	Reamstown, - - -	65 22
Margaretta Furnace, - - -	14 75	Newry, - - -	36 20	Rebersburgh, - - -	21 65
Marietta, - - -	17 75	New Salem, - - -	14 72	Redbank, - - -	6 37
Marsh, - - -	39 79	New Hamilton, - - -	87 87	Rehlersburgh, - - -	33 84
Marshallton, - - -	23 10	New Town, - - -	68	Richfield, - - -	7 36
Martickville, - - -	82 16	New Towamensing, - - -	10 93	Richmond, - - -	57 72
Martinsburg, - - -	28 18	Newtown, G. county, - - -	120 73	Ridgebury, - - -	4 42
Masontown, - - -	2 90	Newtown Square, - - -	14 54	Ridgeway, - - -	4 64
Mattsville, - - -	295 52	New Tru, - - -	53 48	Rising Sun, - - -	22 28
Mauch Chunk, - - -	3 25	Newville, - - -	165 65	Rittersville, - - -	5 13
Maxatawny, - - -	47 57	New Wilmington, - - -	17 09	Robbstown, - - -	113 78
Maytown, - - -	6 87	Nicholson, - - -	4 26	Rockdale, - - -	46 12
Meadowville, - - -	903 58	Nippnose, - - -	5 72	Rockhill, - - -	65
Meadville, - - -	27 22	Nittany Valley, - - -	40 96	Rose's, - - -	8 43
Measontown, - - -	88 17	Noblestown, - - -	40 65	Roseburgh, - - -	24 75
Mechanicsburg, - - -	299 73	Norristown, - - -	415 30	Roseland, - - -	3 02
Mercer, - - -	311 16	North Branch, - - -	1 56	Rossville, - - -	23 13
Mercersburg, - - -	30 40	Northeast, - - -	126 80	Roulette, - - -	5 06
Merrittstown, - - -	85 05	Northmoreland, - - -	21 46	Roxborough, - - -	32 55
Mexico, - - -	37 54	North Sewickly, - - -	12 85	Roxbury, - - -	24 62
Middleburg, - - -	262 26	North Smithfield, - - -	10 90	Rushville, - - -	16 96
Middletown, - - -				Russelville, - - -	22 44
				Rutland, - - -	7 04

PENNSYLVANIA—Continued.

Reyerson's Station, -	\$10 05	Spruce Creek, -	\$4 64	Upper Merion, -	\$28 81
Rynds, -	2 88	Stahler's, -	2 25	Upper Middletown, -	8 97
Sadsburyville, -	64 49	Standing Stone, -	4 35	Upper Strasburgh, -	44 05
Saegersville, -	11 96	Stanhope, -	17 26	Uwchland, -	10 81
St. Mary's, -	24 24	Staruca, -	2 94	Valley Forge, -	28 28
St. Thomas, -	66 61	State Line, -	92	Venango Furnace, -	35 00
Salem Cross Roads, -	33 35	Sterling, -	21 25	Village Green, -	9 35
Salsbury, -	154 61	Sterrett's Gap, -	4 65	Vincent, -	12 62
Saltlick, -	2 67	Stewartville, -	40 66	Wagontown, -	8 64
Saltsburgh, -	40 26	Stockertown, -	8 22	Warren, B. county, -	12 20
Schall's Store, -	12 74	Stockport, -	13 43	Warren, W. county, -	126 50
Schellsburgh, -	88 05	Stoddardsville, -	24 16	Warren's Tavern, -	81 91
Schuylkill, -	65 89	Stonerstown, -	99	Warrior's Mark, -	37 50
Scott, -	2 94	Stoughtown, -	44 19	Washingtonville, -	31 08
Scottsville, -	24 52	Stouts, -	1 67	Waterford, -	156 90
Second Fork, -	10 57	Stoystown, -	86 58	Waterloo, -	9 34
Selins Grove, -	215 25	Strasburg, -	127 02	Waterstreet, -	20 02
Sellers' Tavern, -	12 64	Strawtown, -	2 25	Watsonville, -	12 84
Seltzer's Store, -	13 54	Strykersville, -	12 32	Watsburgh, -	38 18
Seventy-Six, -	5 20	Stroudsburg, -	121 46	Waynesborough, -	165 61
Sewickly Bottom, -	43 55	Stumpstown, -	10 89	Waynesburgh, -	110 77
Shade Gap, -	8 24	Sugar Creek, -	11 71	Weber's Store, -	49 95
Shade, -	9 44	Sugar Loaf, -	5 59	Wellsborough, -	106 31
Shaffer's, -	7 65	Sugar Valley, -	4 14	West Alexandria, -	96 33
Shiner's Mills, -	1 43	Sugar Grove, -	47 34	West Chester, -	415 52
Shamokin, -	20 40	Sullivan, -	13 56	West Earl, -	4 17
Shaver's Creek, -	17 50	Sunnystown, -	26 77	West Fairfield, -	33 39
Sheafferstown, -	24 39	Surgeon's Hall, -	90	Westfield, -	4 31
Shepherdstown, -	24 63	Sunbury, -	340 52	West Greenville, -	71 05
Sheshequin, -	15 36	Sweden, -	76	West Grove, -	15 40
Shiner's Mills, -	5 06	Sylvania, -	14 12	West Hanover, -	28 28
Shinersville, -	1 99	Tafton, -	57 79	West Middletown, -	123 80
Shippin, -	5 54	Tallmansville, -	84	West Nantmeal, -	11 54
Shippensburg, -	362 17	Taylorville, -	3 87	West Philadelphia, -	85 45
Shippensville, -	42 14	Terrytown, -	17 41	West Penn, -	2 05
Shircmanstown, -	59	The Valley, -	22 24	West Whiteland, -	56 63
Shirleysburgh, -	41 97	Thompson's Cross Roads, -	2 15	Wexford, -	2 26
Shrewsbury, -	55 73	Thompsontown, -	96 63	White Deer, -	32 36
Siddonsburgh, -	3 68	Thornton, -	3 45	Whitehall, -	6 97
Silver Lake, -	58 32	Three Forges, -	8 98	White Horse, -	6 97
Sinamahoning, -	7 31	Three Springs, -	9 85	Whiteley, -	13 27
Sinking Valley Mills, -	13 18	Tioga, -	58 00	Whitemarsh, -	39 50
Skipack, -	8 47	Toby, -	28 42	Wilkesbarre, -	523 51
Slippery Rock, -	55 81	Towamensing, -	5 81	Williamsburg, -	104 49
Smithfield, -	53 01	Towanda, -	150 84	Williamsport, -	286 42
Smitport, -	68 86	Trapp, -	68 04	Williamstown, -	91 97
Smith's Mills, -	6 37	Trexiertown, -	15 49	Willow Grove, -	30 10
Snyder'sville, -	26 72	Trough Creek, -	24 44	Wind Gap, -	22 91
Somerfield, -	104 48	Trout Run, -	5 45	Windham, -	8 88
Somerset, -	236 23	Troy, -	43 72	Windsor, -	14 09
Southampton, -	6 23	Truckville, -	8 70	Womelsdorf, -	192 14
South Creek, -	2 88	Trombaursville, -	6 95	Woodbury, -	20 81
South Warren, -	5 65	Tullytown, -	15 60	Woodbourne, -	18 18
Sparta, -	34 07	Tunkhannock, -	75 57	Wood Creek Valley, -	3 72
Spinnerstown, -	5 20	Tunnelview, -	3 50	Woodcock, -	1 45
Spread Eagle, -	81 17	Turbotville, -	10 74	Wrightsville, -	66 43
Spring Creek, -	12 10	Thrkeyfoot, -	30 55	Wyalusing, -	19 00
Spring Dale, -	25 90	Tuscarora Valley, -	63 72	Wyalusing Centre, -	5 57
Springfield, -	18 15	Ulster, -	10 96	Wysox, -	37 12
Springfield Cross Roads, -	66 94	Union, -	6 98	Yardleyville, -	18 42
Springfield Furnace, -	15 57	Union Furnace, -	8 33	Yellow Springs, -	42 75
Spring Grove, -	11 42	Union Mills, -	13 41	York, -	941 90
Spring Hill, -	8 79	Uniontown, -	578 79	York Haven, -	27 96
Spring House, -	11 39	Unionville, -	33 60	York Sulphur Springs, -	83 16
Spring Mills, -	53 80	Unison, -	2 03	Youngtown, -	113 30
Springtown, -	8 75	Upper Dublin, -	20 60	Young Womanstown, -	8 28
Springville, -	57 74	Upper Hanover, -	7 23	Total of Pennsylvania, -	\$169,814 45

DELAWARE.

Bridgeville, -	\$37 99	Frederica, -	\$67 01	Port Penn, -	\$33 43
Camden, -	129 17	Georgetown, -	137 58	Saint George's, -	73 09
Cannon's Ferry, -	20 31	Granville, -	40	Seaford, -	54 91
Canterbury, -	24 36	Laurel, -	86 13	Smyrna, -	412 66
Canterwell's Bridge, -	96 23	Lewis, -	106 05	Staunton, -	84 28
Centreville, -	8 65	Middletown, -	122 84	Summit Bridge, -	110 24
Christiana, -	121 87	Milford, -	211 24	Vernon, -	7 86
Concord, -	28 29	Millsborough, -	52 02	Whiteleysburgh, -	15 60
Cooch's Bridge, -	53 85	Milton, -	113 17	Williamsville, -	2 67
Dagsborough, -	50 82	Newark, -	206 29	Wilmington, -	1,779 14
Delaware City, -	87 06	New Castle, -	465 71	Total of Delaware, -	\$5,197 16
Dover, -	365 06	Newport, -	30 20		

MARYLAND.

Abingdon, -	\$7 09	Annapolis, -	\$1,811 07	Baldwin's Cross Roads, -	\$4 59
Adamsville, -	5 14	Apollo, -	8 72	Baltimore, -	47,070 60
Allen's Fresh, -	54 52	Aquasco, -	27 67	Barnesville, -	24 31

MARYLAND—Continued.

Barren Creek Springs, -	\$11 42	Graccham, -	\$31 67	Princess Ann, -	\$535 41
Bear Island, -	7 05	Great Mill, -	82 74	Quantico, -	25 11
Belle Air, -	227 91	Greensborough, -	80 51	Queen Anne, -	159 92
Benedict, -	66 96	Hagerstown, -	688 27	Queenstown, -	70 12
Berlin, -	89 23	Hall's Cross Roads, -	41 50	Randallstown, -	19 07
Bevansville, -	21 60	Hampstead, -	18 96	Reistertown, -	99 16
Bladensburg, -	235 68	Hancock, -	157 49	Ridge, -	29 86
Boonesborough, -	244 76	Harford, -	81 87	Ridgeville, -	19 39
Brick Meeting-house, -	57 89	Harris's Lot, -	70 45	Rising Sun, -	98 38
Broad Creek, -	26 95	Havre de Grace, -	146 08	Rock Hall, -	89 90
Brookville, -	63 39	Head of Sassafras, -	57 55	Rock Run, -	9 83
Brown's Tavern, -	38 70	Herbert's Cross Roads, -	28 81	Rockville, -	196 55
Bruceville, -	8 51	Hereford, -	25 18	Rowlandsville, -	44 90
Bryantown, -	53 71	Hillsborough, -	28 43	Sabillasville, -	10 41
Buckeysown, -	39 48	Horsehead, -	16 81	St. Augustine, -	11 01
Burkettsville, -	23 27	Huntington, -	24 71	St. Clement's Bay, -	51 46
Cambridge, -	319 82	Hyattstown, -	30 60	St. Ingeoes, -	39 09
Carman's, -	8 33	Joppa Cross Roads, -	10 68	St. Leonard's, -	38 13
Cavetown, -	29 74	King's Tavern, -	18 72	St. Martin's, -	19 67
Cecilton, -	119 52	Kingston, -	45 66	St. Michael's, -	62 12
Centerville, -	301 62	Kingsville, -	6 83	Salisbury, -	150 49
Chapico, -	146 92	Knoxville, -	8 99	Sam's Creek, -	35 10
Charlestown, -	25 17	Leitersburg, -	22 03	Sandy Spring, -	54 65
Charlotte Hall, -	67 20	Leonardtown, -	211 77	Seneca Mills, -	114 67
Chesapeake, -	34 56	Libertytown, -	97 04	Sharpsburg, -	103 80
Chestertown, -	404 59	Lisbon, -	32 91	Simpsonville, -	5 32
Church Hill, -	62 24	Little Gunpowder, -	55 93	Smith's Farm, -	7 83
Clarksburg, -	63 64	Lower Marlborough, -	67 89	Smithsburg, -	1 41
Clear Spring, -	139 02	McKinstry's Mills, -	12 19	Snow Hill, -	265 82
Clementon, -	8 62	Magazine, -	4 52	Spesutia, -	8 74
Colesville, -	22 66	Magruder's, -	50 77	Sudler's Cross Roads, -	33 79
Conewago, -	46 70	Manchester, -	42 97	Sweetzer's Bridge, -	7 14
Conrad's Ferry, -	18 79	Mechanicstown, -	32 07	Taneytown, -	113 90
Cooksville, -	37 53	Mechanicsville, -	10 55	Tomlinson, -	45 78
Cotocton, -	21 07	Medley's Hall, -	12 52	Towsontown, -	15 34
Crampton's Gap, -	8 60	Michaelsville, -	158 04	Tracy's Landing, -	63 97
Craegertown, -	29 80	Middlebrook, -	31 17	Triadelphia, -	85 69
Cumberland, -	376 61	Middleburg, -	31 53	Union Bridge, -	7 33
Damascus, -	7 62	Middledale, -	2 05	Union Meeting-house, -	33 38
Darlington, -	59 94	Middletown, -	203 33	Union Mills, -	4 88
Darnestown, -	30 87	Millington, -	89 21	Uniontown, -	9 62
Dawson, -	2 41	Mouth of Monococy, -	24 08	Unionville, -	78 44
Dawsnville, -	21 15	Nanjemoy, -	33 41	Unity, -	19 71
Denning's, -	13 66	Newark, -	15 09	Upper Hunting Creek, -	21 38
Denton, -	110 15	New Market, -	138 40	Upper Marlborough, -	5 03
Double Pipe Creek, -	6 57	Newport, -	36 01	Vienna, -	421 52
Dublin, -	7 90	Newtown, -	16 73	Walkersville, -	65 48
East Newmarket, -	26 42	Newtown Trap, -	73 50	Warwick, -	82 10
Easton, -	673 86	New Windsor, -	38 85	Waterloo, -	27 81
Elk Ridge Landing, -	101 73	Northeast, -	53 01	Weaver's Mills, -	21 79
Elkton, -	350 45	Nottingham, -	108 13	West Berlin, -	91 22
Ellicott's Mills, -	393 51	Oakland Mills, -	12 69	Westminster, -	1 86
Emmetsburg, -	516 60	Oldtown, -	63 51	West River, -	32
Essex Hall, -	14 13	Palmer's Tavern, -	9 46	White Haven, -	44 31
EWingsville, -	10 10	Parkhead, -	2 21	Williamsport, -	33 58
Federalburg, -	28 07	Parrsville, -	1 64	Wisconsin, -	158 19
Fenwick's Tavern, -	14 23	Petersville, -	125 19	Wolfsville, -	61 60
Flintstone, -	106 23	Pig Point, -	35 31	Woodsborough, -	36 45
Fort Washington, -	37 77	Pikesville, -	88 47	Wye Mills, -	90 32
Fredericktown, -	1,695 83	Piscataway, -	132 71	Yough Glades, -	29 34
Freedom, -	58 52	Pleasant Hill, -	37 57		2 77
Friends, -	4 00	Poolesville, -	75 86		50 74
Friendship, -	39 20	Poplar Spring, -	46 85		25 69
Frostburg, -	77 58	Poplartown, -	35 26		47 83
Funkstown, -	110 98	Port Deposit, -	227 11		
Georgetown Cross Roads, -	79 04	Port Tobacco, -	395 81		
Golden, -	40 15	Priestford, -	11 56		
Goshen Mills, -	10 79	Prince Fredericktown, -	80 62		
				Total of Maryland, -	\$65,977 39

DISTRICT OF COLUMBIA.

Alexandria, -	\$4,923 24	Georgetown, -	\$3,893 37	Total of Dist. of Columbia, -	\$15,979 98
College Hill, -	43 99	Washington, -	5,119 38		

VIRGINIA.

Abbeville, -	\$62 50	Arnold's Old Place, -	\$22 51	Barksdale, -	\$9 89
Abingdon, -	81 07	Arnoldtown, -	5 27	Barnett's Mills, -	35 63
Accomac Court-house, -	136 51	Augusta Springs, -	9 79	Barns's Mills, -	29 54
Aldie, -	87 59	Austintown, -	29 32	Bath Court-house, -	149 09
Amelia Court-house, -	42 27	Aylett's, -	97 71	Bath Iron Works, -	14 37
Amherst Court-house, -	101 48	Back Creek Valley, -	23 40	Battletown, -	251 13
Amissville, -	32 67	Bacon's Castle, -	7 12	Bayliesburg, -	10 99
Amsterdam, -	38 29	Balcony Falls, -	6 96	Beaverdam, -	43 69
Aquia, -	91 57	Ballardsville, -	12 68	Beeler's Station, -	2 77
Ararat, -	4 84	Ballsville, -	37 32	Bellehaven, -	39 55
Archville, -	6 87	Barboursville, -	41 27	Belleville, -	15 09

VIRGINIA—Continued.

Bell's Valley, - - -	\$13 99	Gomann's Well, - - -	\$41 57	Gauley Bridge, - - -	\$49 62
Bennett's Store, - - -	23 79	Concord, - - -	48 96	Genito Bridge, - - -	19 73
Bent Creek, - - -	80 66	Conrad's Store, - - -	24 92	German Settlement, - - -	10 99
Bentleysville, - - -	12 34	Cooper's, - - -	8 28	Germantown, - - -	17 69
Berkley Springs, - - -	66 27	Corowauagh, - - -	7 14	Gerrardstown, - - -	51 94
Bethany, - - -	77 18	Countsville, - - -	15 96	Gholsonburg, - - -	54 89
Bethel, - - -	4 92	Covesville, - - -	34 47	Giles Court-house, - - -	80 79
Bethlehem Cross Roads, - - -	28 67	Covington, - - -	78 62	Ginseng, - - -	2 55
Beverly, - - -	62 12	Crab Run, - - -	17 73	Gladly Creek Cross Roads, - - -	4 36
Big Creek, - - -	3 92	Craig's Creek, - - -	1 16	Glenco, - - -	14 00
Big Lick, - - -	75 40	Cranberry Plain, - - -	20 45	Glenn's, - - -	16 36
Big Spring, - - -	3 31	Crighton's Store, - - -	13 89	Gloucester Court-house, - - -	288 25
Billsburg, - - -	1 51	Cross Keys, - - -	23 70	Golansville, - - -	35 61
Birch River, - - -	3 58	Cockooville, - - -	27 70	Goodland Court-house, - - -	177 72
Blacks and Whites, - - -	20 18	Culpeper Court-house, - - -	434 50	Goodson's, - - -	1 42
Blacksburg, - - -	60 27	Cumberland Court-house, - - -	83 99	Goodwinsville, - - -	10 16
Blackwell, - - -	4 10	Dabney's Mills, - - -	20 69	Gordonsville, - - -	57 06
Black Walnut, - - -	52 49	Danielsville, - - -	18 57	Graham's, - - -	18
Bloomfield, - - -	34 89	Danville, - - -	224 54	Grantley, - - -	48
Blue Stone, - - -	3 88	Darkeville, - - -	52 21	Granville, - - -	15 32
Blue Sulphur Springs, - - -	7 95	Darville's, - - -	59 65	Grape Island, - - -	13 40
Boon's Mills, - - -	8 38	Davis's Mill, - - -	19 80	Grave Creek, - - -	62 99
Botetourt Springs, - - -	42 37	Davis's Store, - - -	22 90	Graves's, - - -	5 78
Bowers, - - -	17 16	Deatonville, - - -	17 59	Grayson Court-house, - - -	53 10
Bowler's, - - -	41 17	Deep Creek, - - -	58 55	Great Bridge, - - -	15 92
Bowling Green, - - -	139 13	Deerfield, - - -	32 76	Gregs ville, - - -	8 65
Bowman's Mills, - - -	20 86	Dennis, - - -	25 56	Greenbank, - - -	4 01
Boynton, - - -	179 66	Dentonsville, - - -	23 97	Greenbottom, - - -	14 85
Bradleysburgh, - - -	1 26	Diamond Grove, - - -	53 58	Greenfield, - - -	24 00
Brandonville, - - -	21 24	Diana Mills, - - -	23 54	Green Hill, - - -	56 08
Brandywine, - - -	5 21	Dickinson's, - - -	25 77	Greenmont, - - -	20 09
Brentsville, - - -	132 89	Dickinson's Store, - - -	10 09	Greensborough, - - -	6 54
Bridgeport, - - -	21 02	Dixwiddie Court-house, - - -	62 94	Green Valley, - - -	9 91
Brock's Gap, - - -	13 63	Dixville, - - -	18 04	Greenville, - - -	102 76
Brooklyn, - - -	59 76	Doddsville, - - -	8 74	Griffinsburg, - - -	16 67
Brook Neal, - - -	25 16	Double Bridge, - - -	17 83	Grigsby's, - - -	13 94
Brownsburgh, - - -	113 95	Dover Mills, - - -	14 66	Guyandotte, - - -	152 17
Brown's Cove, - - -	15 92	Dranesville, - - -	12 48	Gwinn's Mill, - - -	2 80
Brucetown, - - -	60 97	Draper's Valley, - - -	4 60	Hague, - - -	45 31
Brydie's Store, - - -	23 55	Dumfries, - - -	182 75	Hailstone, - - -	17 29
Buckhannon, - - -	5 77	Dumville, - - -	8 87	Halesford, - - -	23 08
Buckingham Court-house, - - -	283 74	Dyer's Old Store, - - -	38 01	Halesyburgh, - - -	12 96
Buckland, - - -	75 65	East Centreville, - - -	14 41	Halfway House, - - -	39 45
Buffalo, - - -	39 62	Eastville, - - -	206 23	Halifax Court-house, - - -	319 96
Buffalo Forge, - - -	9 53	Edgefield, - - -	8 08	Hallsborough, - - -	14 54
Bultown, - - -	3 91	Eldridge, - - -	9 03	Hallsville, - - -	4 16
Burke's Garden, - - -	7 55	Elk Hill, - - -	101 99	Hambaugh's, - - -	16 37
Burkesville, - - -	26 79	Elk Marsh, - - -	18 66	Hamilton's Store, - - -	28 83
Burlington, - - -	34 21	Elk Run Church, - - -	13 53	Hampstead, - - -	150 26
Burtonsville, - - -	3 46	Enfield, - - -	10 16	Hampton, - - -	205 14
Cabell Court-house, - - -	91 08	Estilville, - - -	93 77	Hanging Rock, - - -	8 41
Cabin Point, - - -	112 82	Everettsville, - - -	103 00	Hanover Court-house, - - -	137 18
Cackley's, - - -	16 33	Fairfax Court-house, - - -	132 46	Hansford, - - -	1 23
Ca Ira, - - -	106 06	Fairfield, - - -	66 92	Hardin's Tavern, - - -	43 68
Callaghan's, - - -	4 68	Fairview, - - -	31 54	Hargrove's, - - -	14 64
Calland's Store, - - -	26 19	Falling Bridge, - - -	14 59	Harpers's Ferry, - - -	510 61
Callaway's Mill, - - -	16 96	Falling Waters, - - -	7 17	Harrisonburg, - - -	373 89
Campbell Court-house, - - -	76 01	Falmouth, - - -	368 76	Harrisville, - - -	31 47
Capeville, - - -	9 53	Fancy Hill, - - -	55 73	Harvey's Store, - - -	8 92
Carlton's Store, - - -	17 02	Farmville, - - -	294 68	Hatchersville, - - -	24 93
Carter's Store, - - -	21 19	Farnham, - - -	55 98	Haymarket, - - -	108 17
Cartersville, - - -	273 55	Farrowville, - - -	81 90	Hazard Forge, - - -	11 30
Cavesville, - - -	22 84	Fayette, - - -	21 35	Henderson, - - -	13 22
Cedar Creek, - - -	30	Federal Hill, - - -	6 87	Hendrick's Store, - - -	21 76
Centreville, - - -	73 09	Fife's, - - -	42 56	Hereford's, - - -	7 62
Chalk Level, - - -	36 51	Fincastle, - - -	581 56	Hermitsage, - - -	9 21
Chambliss's Store, - - -	38 91	Finley's, - - -	5 49	Hicksford, - - -	144 55
Chancellorsville, - - -	16 56	Finney's Mills, - - -	14 74	Hill Grove, - - -	2 84
Charles City Court-house, - - -	113 33	Finney's Wood, - - -	1 93	Hillsborough, - - -	70 08
Charleston, - - -	581 85	Fishing Creek, - - -	32 46	Hoffville, - - -	8 03
Charlotte Court-house, - - -	307 77	Flat Creek, - - -	11 14	Holiday's Cove, - - -	34 00
Charlottesville, - - -	852 31	Flatrock, - - -	30 40	Holmes's Mill, - - -	9 62
Chesnut Hill, - - -	20 02	Flatwoods, - - -	2 99	Honeyville, - - -	93
Chesterfield Court-house, - - -	37 96	Fleming's Tavern, - - -	4 69	Horntown, - - -	40 32
Chilesburg, - - -	26 75	Flint Hill, - - -	25 93	Hot Springs, - - -	39 56
Christiansburg, - - -	159 39	Flood's, - - -	49 86	Hoysville, - - -	7 52
Christiansville, - - -	45 56	Flowering Spring, - - -	6 05	Hughesville, - - -	46
Chuckatuck, - - -	76 51	Fluke's, - - -	24 50	Hull's Store, - - -	21 75
City Point, - - -	55 80	Fortsmouth Mills, - - -	8 16	Hunter's Hall, - - -	8 24
Clarksburg, - - -	338 47	Fotheringay, - - -	26 68	Huntersville, - - -	34 34
Clarkston, - - -	40 65	Foxville, - - -	11 89	Huttonsville, - - -	12 60
Clarksville, - - -	54 74	Frankford, - - -	29 27	Huttsville, - - -	10 13
Clifton, - - -	12 04	Frankfort, - - -	36 68	Ingham's Mills, - - -	6 19
Clintonville, - - -	6 32	Franklin, - - -	111 69	Jackson, - - -	42 50
Clover Dale, - - -	16 82	Fredericksburg, - - -	3,124 64	Jackson River, - - -	10 29
Coal River Marshes, - - -	3 73	Freeman's Creek, - - -	4 37	Jacksonville, - - -	11 52
Coalsmouth, - - -	29 62	French Creek, - - -	13 13	James City, - - -	33 82
Cold Stream, - - -	17 86	Front Royal, - - -	105 33	Jamestown, - - -	39 12
Colesville, - - -	18 33	Gainesborough, - - -	28 85	Jefferson, - - -	29 08
Collins's Settlement, - - -	3 30	Gaines's Cross Roads, - - -	33 88	Jeffersonston, - - -	72 85
Columbia, - - -	55 67	Gardner's Cross Roads, - - -	19 49	Jeffrey's Store, - - -	51 35
Columbian Grove, - - -	27 67	Gardner's Tavern, - - -	6 05	Jemappe, - - -	8 39
Colvin's Tavern, - - -	15 80	Garland's, - - -	90 35	Jennings's Gap, - - -	25 37

VIRGINIA—Continued.

Jerusalem, -	\$162 77	Middleway, -	\$79 33	Paris, -	\$89 71
Jetersville, -	42 54	Midway, -	12 95	Parkersburg, -	195 19
Johnson's Springs, -	19 53	Millford, -	3 40	Partlow's, -	16 61
Jonesborough, -	12 85	Millborough, -	8 31	Patrick Court-house, -	45 99
Jonesville, -	82 14	Millborough Spring, -	27 40	Pattonsburg, -	143 85
Kanawha Court-house, -	292 03	Mill Creek, -	57 82	Pedlar's Mills, -	56 02
Kanawha Saline, -	181 14	Miller's Tavern, -	26 18	Pembroke, -	1 15
Kasey's, -	9 37	Mill Farm, -	6 43	Pennsborough, -	25 55
Kempsville, -	19 86	Mill Grove, -	23 71	Penn's Store, -	42 35
Kennedy's, -	52 59	Millville, -	19 95	Percival's, -	96 38
Keysville, -	5 10	Millwood, -	254 88	Petersburgh, -	3,856 97
Kilmarnock, -	91 80	Milton, -	33 48	Peterstown, -	24 57
King George Court-house, -	105 22	Mitchell's Store, -	36 38	Peytonsburg, -	25 49
King's Ferry, -	8 58	Modestown, -	29 00	Philemont, -	9 38
King and Queen Court-house, -	59 50	Monroctown, -	10 67	Physic Spring, -	25 64
King William Court-house, -	56 44	Montague's, -	30 48	Piping Tree, -	45 31
Kingwood, -	69 82	Montpelier, -	60 12	Pittsylvania Court-house, -	129 51
Kinsale, -	63 42	Moorefields, -	132 09	Pleasant Green, -	2 10
Kites's Mills, -	4 30	Moore's Ordinary, -	3 03	Pleasant Grove, -	28 89
Knightville, -	21 49	Morcan's River, -	20 71	Pleasant Hill, -	24 59
Lancaster Court-house, -	65 28	Morgansville, -	78 34	Pleasant Valley, -	41 73
Langhorne's Tavern, -	77 45	Morgantown, -	233 71	Pocotaligo, -	2 20
Laurel Hill, -	14 47	Morris Hill, -	4 15	Pointexter's Store, -	26 80
Laurel Spring, -	3 00	Morrisville, -	28 51	Point Pleasant, -	114 05
Laurenceville, -	150 09	Mountain Cove, -	11 48	Polsley's Mills, -	23 55
Leaderville, -	7 42	Mount Airy, -	18 36	Poplar Grove, -	25 01
Leatherwood's Store, -	29 52	Mount Alto, -	12 22	Poplar Hill, -	5 52
Lebanon, -	89 57	Mount Crawford, -	60 37	Poplar Mount, -	42 38
Leadstown, -	56 25	Mount Gilead, -	12 48	Poplar Run, -	3 82
Leesburg, -	744 83	Mount Hope, -	7 72	Port Conway, -	40 48
Leesville, -	49 55	Mount Horeb, -	23 62	Port Republic, -	57 59
Leetown, -	21 22	Mount Israel, -	9 29	Port Royal, -	172 31
Lewisburg, -	297 21	Mount Jackson, -	111 28	Portsmouth, -	642 38
Lewisport, -	6 97	Mount Laurel, -	48 36	Pottiesville, -	44 01
Lewis's Store, -	23 97	Mount Meridian, -	24 72	Powell's Tavern, -	39 15
Lewisville, -	28 10	Mount Pleasant, -	49 25	Prince Edward Court-house, -	362 25
Lexington, -	641 18	Mount Sidney, -	77 05	Princess Ann Court-house, -	52 68
Liberia, -	3 75	Moundsville, -	18 86	Prospect, -	20 54
Liberty, -	368 32	Murrill's Shop, -	9 27	Prospect Hill, -	18 68
Liberty Hall, -	24 97	Natural Bridge, -	69 99	Pruntytown, -	42 92
Lick Creek, -	3 88	Newark, -	27 25	Pryor's Vale, -	5 24
Lindsay's Cross Roads, -	4 03	New Baltimore, -	49 76	Pungoteague, -	39 93
Lindsay's Store, -	67 55	Newbern, -	130 32	Purcell's Store, -	17 36
Linville Creek, -	12 70	Newby's Cross Roads, -	2 27	Rackoon Ford, -	58 57
Little Cape Capon, -	1 95	New Canton, -	94 67	Raine's Tavern, -	56 65
Little Plymouth, -	37 10	New Castle, -	19 30	Rapidan Meeting-house, -	31 56
Littleton, -	54 78	Newfound Mills, -	19 63	Rappahannock Academy, -	30 58
Locust Dale, -	12 29	New Glasgow, -	121 38	Rebecca Furnace, -	17 75
Locust Grove, -	22 56	New Hope, -	13 19	Rectortown, -	20 50
Logan Court-house, -	34 17	New Kent Court-house, -	49 33	Red Bud Mills, -	27
Lombardy, -	26 07	New London, -	122 13	Red House, -	32 00
Lombard Grove, -	70 44	New Market, -	195 19	Red Sulphur Springs, -	12 41
London Bridge, -	21 11	New River, -	6 17	Reedy Spring, -	6 40
Longwood, -	19 71	New Store, -	158 30	Republican Grove, -	9 35
Luoney's Creek, -	43 43	Newtown, K. and Q. county, -	61 42	Richmond, -	17,129 21
Loop, -	68	Newtown Stevensburgh, -	121 60	Richmond Court-house, -	73 28
Lorentz's Store, -	16 35	New York, -	26 57	Ritchieville, -	15 92
Loretto, -	197 57	Nicholas Court-house, -	40 84	River Bank, -	37 20
Louisa Court-house, -	139 21	Nineveh, -	16 81	Rixeyville, -	12 00
Lovettsville, -	35 26	Noland's Ferry, -	12 52	Roanoke Bridge, -	34 27
Lovington, -	234 64	Norfolk, -	5,933 57	Robertson's Store, -	12 20
Lowman, -	8 43	North End, -	40 01	Rockhill Mill, -	3 62
Lloyd's, -	75 44	North River Meeting-house, -	7 63	Rock Mills, -	9 85
Lunenburg Court-house, -	106 17	North River Mills, -	13 31	Rocky Mount, -	134 98
Luray, -	169 39	North's, -	3 98	Romney, -	254 60
Lyell's Store, -	17 59	Northumberland Court-house, -	102 54	Rose Hill, -	14 57
Lynchburg, -	3,035 20	Northwest River Bridge, -	17 95	Rose's Mills, -	42 87
McClung's, -	6 07	Nottoway Court-house, -	79 34	Roseville, -	58 95
McFarland's, -	49 40	Nuttsville, -	55 64	Rough Creek Church, -	36 97
McGaheysville, -	22 72	Oak Flat, -	6 04	Rackmanville, -	3 52
McWhorton's Mills, -	1 89	Oak Grove, -	47 94	Rumford Academy, -	13 14
Madison Court-house, -	172 46	Oak Hill, -	71 15	St. James's Church, -	15 70
Manchester, -	367 02	Oakland, -	3 29	St. Tammany, -	18 70
Mangohick, -	1 87	Oakville, -	42 54	Salem, F. county, -	72 94
Mannborough, -	11 70	Oatland Mills, -	24 03	Salem, B. county, -	158 93
Marble Hill, -	6 52	Ocoquan, -	62 79	Salt Sulphur Springs, -	28 38
Marksville, -	11 95	Office Tavern, -	41 34	Samford's, -	5 28
Martinsburg, -	536 31	Old Church, -	32 86	Sanderson's, -	15 33
Martinsville, -	59 45	Old Point Comfort, -	556 22	Sandridge's, -	24 68
Marysville, -	40 68	Onancock, -	48 03	Sandy Hook, -	14 38
Matthews Court-house, -	148 72	Orange Court-house, -	332 09	Sandy River Church, -	83 29
Mattox Bridge, -	3 07	Orange Springs, -	19 94	Sappony Cross Roads, -	2 71
Mazeville, -	135 25	Orleans, -	23	Schultz's Range, -	10 90
Meadowdale, -	2 14	Orpha, -	5 94	Scottsburg, -	14 63
Meads Dale, -	9 59	Otter Bridge, -	42 14	Scottsville, -	83 07
Meads Dale, -	58 38	Overall's, -	24 20	Scottsville, P. county, -	156 51
Meigsville, -	2 64	Oxford, -	13 74	Seven Mile Ford, -	64 83
Mercer's Bottom, -	4 39	Paddytown, -	32 62	Scwell Mountain, -	5 62
Merryman's Shop, -	2 50	Painesville, -	38 76	Shackleford's, -	54 97
Middlebourne, -	45 29	Palatine Hill, -	20 08	Shady Grove, -	22 19
Middlebrook, -	98 55	Palmer's Springs, -	38 10	Shannon Hill, -	20 25
Middleburg, -	428 63	Palmyra, -	63 22	Sheetz's Mill, -	12 61
Middletown, -	70 72	Parham's Store, -	50 54	Shepherdstown, -	357 81

VIRGINIA—Continued.

Sherrard's Store, -	\$38 23	Tazewell Court-house, -	\$89 91	Waugh's Ferry, -	\$7 08
Shinnston, -	30 55	Teaze's Valley, -	20 21	Waylandsburg, -	12 37
Short Pump, -	14 87	Templeton, -	9 51	Waynesborough, -	145 70
Shrewsbury, -	10 30	Thompson's Cross Roads, -	22 88	Weaver's Mills, -	9 30
Simpson's, -	6 07	Thompson's Store, -	22 68	Wellsburg, -	195 61
Sisterville, -	40 13	Thompsonville, -	21 86	Western Ford, -	3 83
State Mills, -	10 93	Thornhill, -	6 35	West Liberty, -	79 79
Smithfield, -	265 15	Thornburg, -	16 81	Westmoreland Court-house, -	107 76
Smith's Creek, -	17 25	Thornton's Gap, -	48 56	Western, -	40 80
Smith's Store, -	6 58	Todd's, -	7 95	West Union, -	4 50
Smith's Tavern, -	5 26	Travelers' Repose, -	4 32	Wheatley, -	5 75
Snicksersville, -	83 00	Traylorsville, -	29 93	Wheeling's Springs, -	16 29
Somerton, -	32 63	Triadelphia, -	15 05	Wheeling, -	2,115 23
Somerville, -	51 16	Trout Run, -	40 68	White Chimneys, -	89 33
South Hill, -	22 21	Trout's, -	4 07	White Day, -	5 95
South Quay, -	19 14	Twiner's Store, -	3 16	Whitehall, -	38 88
Spanish Grove, -	13 27	Twyman's Store, -	45 56	White House, -	19 88
Sparta, -	18 23	Tye River Mills, -	54 62	White Plains, B. county, -	49 69
Spottedville, -	6 16	Tye River Warehouse, -	25 61	White Plains, O. county, -	2 42
Spring Creek, -	4 62	Union, -	217 62	White Post, -	97 42
Springfield, -	39 86	Union Hall, -	36 14	White Sulphur Springs, -	189 79
Spring Garden, -	14 19	Union Mills, -	76 48	Whittle's Mills, -	27 53
Stafford Court-house, -	111 58	Unison, -	40 65	Wicomico Church, -	26 00
Stafford Springs, -	5 20	University, -	391 86	Wilderness, -	55 42
Standardsville, -	50 83	Upperville, -	188 25	Williamsburgh, -	588 73
Staunton, -	972 32	Urbanna, -	79 49	Williamsville, -	2 85
Steele's Tavern, -	28 27	Urquhart's Store, -	25 18	Wilmington, -	78 62
Stevensburg, -	102 80	Vadensburg, -	6 39	Wilsonville, -	2 32
Stevensville, -	48 17	Variety Mills, -	36 90	Winchester, -	1,452 60
Stonewall Mill, -	29 07	Verdierville, -	2 42	Winn's Tavern, -	73 38
Stony Creek, -	27 82	Verdon, -	21 68	Woodgrove, -	9 67
Stony Fork, -	26 32	Viellesborough, -	50 60	Woodland, -	11 68
Stony Point, -	25 30	Wade's Hill, -	86	Woodlawn, -	17 33
Stony Point Mills, -	75 59	Walker's Church, -	27 11	Woodpecker's Level, -	5 39
Strasburg, -	86 02	Walkerton, -	33 59	Woodstock, -	247 98
Sturgeonsville, -	39 19	Walnut Branch, -	11 68	Woodville, -	68 39
Sublett's Tavern, -	27 29	Walnut Grove, -	25 11	Wright's Mills, -	12 48
Suffolk, -	353 52	Ward's Bridge, -	5 64	Wyatt's Ferry, -	4 31
Sugar Tree, -	10 46	Warminster, -	50 59	Williesburg, -	45 40
Surry Court-house, -	94 79	Warren, -	43 88	Wyoming, -	24 79
Sussex Court-house, -	71 83	Warren Ferry, -	13 98	Wythe Court-house, -	308 72
Suttonville, -	12 01	Warrenton, -	505 67	Yancey's Mills, -	35 55
Sweet Springs, -	62 43	Washington, -	66 17	Yellow Branch, -	6 99
Tanyard, -	8 72	Waterford, -	112 63	Yorktown, -	55 04
Tappahamock, -	278 77	Watkins's Store, -	64 79	Total of Virginia, -	\$79,262 91
Taylor's Store, -	30 58	Watkinsville, -	13 30		
Taylorsville, -	21 09	Wattsborough, -	35 96		

NORTH CAROLINA.

Ahosky Ridge, -	\$14 41	Brownsville, -	\$37 84	Covington, -	\$7 65
Albertson's, -	9 23	Brumel's, -	5 01	Cowan's Store, -	22 79
Albright's, -	24 95	Bryant's Cross Roads, -	18 44	Cowper's Hill, -	8 16
Alexandria, -	31 02	Buckhorn Falls, -	22 87	Coxe's Store, -	45 50
Alfordville, -	14 02	Bufalo, -	12 52	Cox's Bridge, -	5 71
Alleman, -	20 28	Bufalo Shoals, -	4 57	Cross Roads, -	29 01
Allen's Store, -	1 97	Bullock's, -	12 60	Cunningham's Store, -	29 01
Allentown, -	14 95	Butler's Mills, -	5 57	Dancey's Store, -	25 78
Anderson's Store, -	24 57	Caledonia, -	7 18	Davis's Store, -	8 66
Ashborough, -	65 32	Canden Court-house, -	30 04	Dawson's Cross Roads, -	3 11
Aventsville, -	5 84	Cane Creek, -	7 49	Deep River, -	8 20
Averysborough, -	57 04	Carthage, -	69 46	Diamond Grove, -	18 35
Baird's Forge, -	9 60	Casswell Court-house, -	100 52	Dillonsville, -	13 31
Bakersville, -	4 96	Cathey's Creek, -	7 31	Dobson's Cross Roads, -	30 95
Ballard's Bridge, -	55 72	Cedar Grove, -	14 10	Dockery's Store, -	14 66
Bath, -	72 02	Centre, -	14 11	Dorsettsville, -	25 73
Bear Creek, -	26	Chapel Hill, -	310 27	Duma's Store, -	5 39
Beard's Store, -	49 20	Charlotte, -	575 37	Duncan's Creek, -	3 13
Beatie's Ford, -	117 20	Chesnut Ridge, -	7 46	Duplin Old Court-house, -	11 89
Beatty's Bridge, -	22 84	China Grove, -	5 40	Durant's Neck, -	34 72
Beaufort, -	296 46	China Hill, -	12 53	Edenborough, -	10 28
Beaver Dam, -	32	Chisholm's Store, -	17 90	Edenton, -	700 52
Belford, -	22 27	Clapp's, -	8 71	Edneyville, -	6 81
Bensborough, -	69 29	Clark's Store, -	50 48	Elizabeth City, -	586 99
Bethania, -	30 81	Claytonville, -	6 08	Elizabethtown, -	181 63
Bethany Church, -	37 24	Clemmonsville, -	23 04	Ellisville, -	18 16
Bethel, -	4 53	Clinton, -	152 80	Enfield, -	95 48
Blakely, -	16 59	Clover Bottom, -	1 46	Fair Bluff, -	21 00
Bogle's, -	7 95	Clover Garden, -	16 09	Fair Ground, -	12 84
Bolivar, -	9 81	Coburn's Store, -	10 47	Fair Grove, -	15 50
Bordenville, -	4 62	Cochran's Store, -	3 00	Fallstown, -	6 39
Bower's Store, -	7 61	Colerain, -	46 06	Fawcett's Store, -	18 35
Boyle's Store, -	17 37	Columbia, -	32 47	Fayetteville, -	1,969 94
Bradley's Store, -	14 04	Comfort, -	5 18	Findleysville, -	14 91
Brier Creek, -	13 23	Concord, -	202 52	Fish Dam, -	26 22
Brinkleyville, -	16 24	Contentia Falls, -	5 11	Flat Creek, -	15 79
Brindleytown, -	2 11	Cool Spring, -	19 58	Fleming's Store, -	6 56
Britton's Store, -	49 95	Core Creek, -	12 15	Fort Defiance, -	22 13
Brower's Mills, -	3 84	Councill's Store, -	8 15	Fortune's Fork, -	79 86
Brown's Store, -	87 26	County Line, -	12 64	Franklin, -	65 64

NORTH CAROLINA—Continued.

French's Mills, -	\$23 10	Madison, -	\$18 68	Red Mountain, -	\$18 06
Fullwood's Store, -	10 08	Marley's Mills, -	11 52	Reid's Store, -	28 11
Fulton, -	10 08	Mars, -	1 44	Reidsville, -	1 67
Gardner's Bridge, -	6 15	Martha's Vineyard, -	2 31	Richlands, -	32 70
Gardner's Store, -	5 44	Martin's Store, -	19 77	Rock Creek, -	1 54
Gates Court-house, -	13 78	Mason Hall, -	43 51	Rockfish, -	40 06
Gerens's Store, -	44 62	Maxwell's Store, -	16 02	Rockford, -	44 96
Germantown, -	14 79	Mabin's Store, -	5 23	Rockingham, -	94 21
Germantown, -	84 85	Mayo, -	13 01	Rock Rest, -	21 22
Germantown, H. county, -	21 75	Mechanic's Hill, -	20 17	Rocky Mount, -	47 01
Goshen, -	58	Meltonsville, -	9 66	Rocky River, -	5 76
Graham's Bridge, -	13 53	Meersville, -	2 55	Rocky Springs, -	7 74
Gravelly Hill, -	17 44	Merry Hill, -	45 58	Roles's Store, -	51 89
Greenclesville, -	7 79	Middletown, -	110 89	Roseneath, -	11 96
Greensborough, -	287 83	Military Grove, -	29	Roxborough, -	64 86
Greenville, -	248 80	Moll River, -	5 88	Rutherfordton, -	137 65
Grove Hill, -	4 41	Milton, -	164 32	Salem, -	22 06
Gulf, -	1 39	Minton, -	18 00	Salisbury, -	500 04
Hackney's Cross Roads, -	5 17	Miranda, -	7 43	Sandy Grove, -	15 74
Halifax, -	445 04	Mockville, -	84 54	Scottsville, -	6 09
Hallsville, -	11 37	Moffett's Mills, -	16 36	Scotland Neck, -	197 45
Hamilton, -	25 61	Monroe, -	20 40	Scul Camp, -	17 85
Hamptonsville, -	53 13	Montpelier, -	13 28	Selby's Store, -	7 46
Hawfield, -	13 82	Moore'sborough, -	18 68	Shady Grove, -	24 77
Haw River, -	46 76	Morgan's Store, -	23 03	Sharp's Store, -	3 65
Hayesville, -	27 82	Morgantown, -	196 74	Sherrill's Ford, -	10 89
Haywood, -	22 47	Morrison's Tanyard, -	22 23	Sloansville, -	3 88
Haywood Court-house, -	50 62	Morren, -	46 53	Smithfield, -	146 58
Health Seat, -	6 33	Mountain Creek, -	14 23	Smith's Store, -	6 63
Hemphill's Store, -	10 54	Mount Airy, -	15 74	Smithville, -	375 74
Herndon's, -	9 29	Mount Gould, -	2 25	Sneedsborough, -	2 52
Hertford, -	105 44	Mount Monroe, -	52 99	Snowhill, -	44 37
Hickory Grove, -	16 04	Mount Pisgah, -	9 37	Sparta, -	76 70
Hickory Mountain, -	6 28	Mount Pleasant, -	19 10	Speight's Bridge, -	1 37
High Rock, -	44 46	Mount Prospect, -	30 64	Spencer, -	6 86
High Shoals, -	6 72	Mount Tirzah, -	9 77	Spring Bank, -	24 94
Hilliardstown, -	48 23	Mount Vernon, -	25 03	Spring Garden, -	3 76
Hillsborough, -	486 35	Mull Grove, -	2 80	Spring Grove, -	24 88
Hill's Bridge, -	24 81	Murfreesborough, -	358 09	Spring Hill, -	30 15
Hill's Store, -	15 87	Nashville, -	114 51	Stantonburg, -	79 94
Hokesville, -	14 84	Newbern, -	1,668 06	Statesville, -	175 29
Holt's Store, -	13 56	Newby's Bridge, -	18 88	Steel Creek, -	10 45
Hookerston, -	39 75	New Castle, -	4 43	Steele's Mills, -	25 19
Hopewell, -	6 25	New Garden, -	37 14	Stewart's Mills, -	14 26
Houston's Store, -	19 99	New Gilead, -	5 63	Stewartsville, -	7 91
Houstonville, -	13 17	New Hope Furnace, -	1 56	Stony Creek, -	5 38
Hoyle'sville, -	17 88	New Lebanon, -	49 55	Stony Point, -	5 24
Hudson, -	2 36	New Salem, -	32 93	Stovesville, -	12 17
Huntersville, -	7 41	Nixon's, -	6 57	Strabane, -	12 45
Hunt's Store, -	16 19	Northampton Court-house, -	69 16	Sullivan, -	8 49
Huntsville, -	96 63	North Cove, -	3 65	Summerfield, -	22 23
Indiantown, -	31 48	Northington, -	1 92	Sumnerville, -	6 81
Ingram's Store, -	3 50	Norwood's, -	28 63	Sunbury, -	32 52
Irvinville, -	12 93	Null's, -	62	Surveyorsville, -	3 70
Island Ford, -	10 99	Oak Grove, -	11 48	Swanano, -	7 17
Ivy, -	11 01	Oakland, -	6 13	Swansborough, -	36 29
Jamestown, -	82 69	Oak Ridge, -	10 52	Swift Creek Bridge, -	10 41
Jefferson, -	42 67	Oakville, -	19 45	Sycamore Alley, -	8 24
Jersey Settlement, -	12 28	Old Fields, -	5 25	Tabor Church, -	17 98
John's River, -	3 71	Old Fort, -	13 25	Tarborough, -	451 07
Jonesville, -	29 61	Onslow Court-house, -	43 14	Tennessee River, -	6 13
Jordansville, -	12 58	Orton Mills, -	7 13	Thomas's Ferry, -	2 27
Kenansville, -	82 77	Oxford, -	381 80	Tick Creek, -	7 13
Kendal's Store, -	18 02	Palmyra, -	53 88	Trent Bridge, -	23 37
Kinston, -	160 88	Pantego, -	16 71	Trenton, -	31 68
La Grange, -	11 24	Panther Creek, -	13 93	Troublesome Iron Works, -	22 49
Lanesborough, -	27 89	Pattonsville, -	9 43	Troy's Store, -	17 57
Laurel Hill, -	68 54	Paynesville, -	4 32	Tull's Creek, -	3 82
Laurenceville, -	59 82	Pedlar's Hill, -	5 20	Turner's Cross Roads, -	70 02
Leakesville, -	59 44	Peeble's Tavern, -	17 20	Tyson's, -	14 30
Leasburg, -	54 46	Philadelphia, -	11 40	Underwood's Store, -	14 68
Leesville, -	51 10	Philip's Store, -	18 66	Van Hook's Store, -	3 93
Lenray's Cross Roads, -	29 49	Pitch Landing, -	54 71	Waddell's Ferry, -	4 28
Lenox Castle, -	12 64	Pittsborough, -	187 91	Wadesborough, -	263 57
Lexington, -	151 36	Pleasant Gardens, -	23 37	Wake Forest, -	33 01
Liberty Hill, -	17 49	Pleasant Grove, -	19 67	Walkersville, -	9 72
Lilesville, -	21 74	Pleasant Hill, -	34 95	Walnut Grove, -	9 03
Limestone, -	21 99	Plymouth, -	354 25	Warm Springs, -	7 85
Linbank, -	12 47	Pocket, -	2 60	Warrenton, -	464 03
Lincolnton, -	257 64	Poplar Branch, -	7 51	Washington, -	1,073 87
Lindley's Store, -	23 01	Poplar Grove, -	2 98	Waughtown, -	21 19
Linville River, -	3 37	Powelson, -	6 14	Waynesborough, -	150 13
Littleton, -	22 61	Prince's Bridge, -	19 81	Webb's, -	16 27
Little Yaddin, -	15 92	Prospect Hill, -	11 22	Weldon, -	37 65
Lighthouse Landing, -	3 62	Providence, -	11 06	Wentworth, -	71 71
Long Creek, -	3 18	Queensdale, -	11 31	Westbrook, -	41 61
Long's Mills, -	18 05	Raleigh, -	2,189 63	West Castle, -	8 04
Longtown, -	1 31	Ramsay's Mills, -	3 30	Whitehall, -	35 54
Louisburg, -	355 39	Ramsborough, -	11 43	White Oak, -	30 22
Lower Creek, -	11 48	Randalsville, -	52 55	Whitesville, -	56 00
Lumbertown, -	79 13	Ransom's Bridge, -	17 23	Whitedsville, -	7 23
Lyncaville, -	30 22	Rawlingsburg, -	35 84	Wilfong's Mills, -	14 84
McMurray's Store, -	15 83	Red House, -	26 57	Wilkesborough, -	177 60

NORTH CAROLINA—Continued.

Williamsborough, - -	\$126 08	Wilsonville, - -	\$4 95	Wright's Folly, - -	\$4 03
Williamston, - -	132 78	Wilton, - -	13 31	Wrightsville, - -	75 23
Williamsville, - -	40 94	Windsor, - -	254 91	Young's Store, - -	41 80
Willow Grove, - -	5 80	Winton, - -	63 43		
Wilmington, - -	2,811 52	Woodville, - -	10 00	Total of North Carolina,	\$28,609 64

SOUTH CAROLINA.

Abbeville Court-house, -	\$361 52	Gentsville, - -	\$0 13	Oakingham, - -	\$4 64
Adamsville, - -	24 16	Georgetown, - -	1,160 14	Orangeburg, - -	328 41
Anderson Court-house, -	97 80	Gladden's Grove, -	41 90	Packsville, - -	5 58
Andersonville, - -	26 39	Godfrey Savannah, -	28 13	Pagesville, - -	6 77
Bachelor's Retreat, - -	30 18	Godfrey's Ferry, - -	27 81	Park's Store, - -	29 83
Barnwell Court-house, -	332 37	Golden Grove, - -	14 94	Pendleton Court-house, -	487 30
Baton Rouge, - -	13 91	Goshen Hill, - -	28 80	Penn Branch, - -	16 21
Beaufort, - -	615 56	Gowdey's Store, - -	12 13	Pickens Court-house, -	32 36
Beckhamville, - -	25 76	Gowensville, - -	14 03	Pickensville, - -	6 17
Belair, - -	28 37	Greenville Court-house, -	530 65	Pickett's Valley, - -	7 66
Bell's Store, - -	8 72	Greenwood, - -	9 64	Pinckneyville, - -	12 44
Bennettsville, - -	122 40	Halsellville, - -	19 90	Pine Grove, - -	18 21
Bishopsgrove, - -	24 93	Hamburg, - -	365 51	Pineville, - -	318 15
Blackstocks, - -	32 36	Hancockville, - -	31 53	Platt Spring, - -	13 90
Blairsville, - -	32 93	Harleesville, - -	24 45	Pleasant Grove, - -	12 03
Blockersville, - -	12 83	Harmony, - -	25 07	Pleasant Hill, - -	13 49
Blue House, - -	37 24	Head of Navigation, -	18	Pleasant Valley, - -	14 18
Bradleyville, - -	38 94	Hickory Hill, - -	40 10	Pocotaligo, - -	179 52
Bragg's, - -	1 30	Hogg's Store, - -	17 11	Poolsville, - -	24 08
Bratonsville, - -	34 12	Holloway's, - -	13 45	Poplar Grove, - -	30 11
Brightsville, - -	14 80	Hopewell, - -	8 02	Presley's, - -	43 64
Broom's, - -	19 51	Houstonville, - -	1 50	Prother's Mills, - -	24 72
Brown's, - -	7 00	Huntington, - -	43 98	Pumpkintown, - -	10 76
Brownsville, - -	104 75	Huntsville, - -	28 85	Queensborough, - -	13 37
Buckhead, - -	69 73	Indian town, - -	36 09	Red Hill, - -	17 67
Bufoed's Bridge, - -	38 54	Jacksonborough, - -	113 52	Reedy Fork, - -	8 39
Calhoun's Mills, - -	107 10	Jackson Creek, - -	23 24	Reids town, - -	18 06
Cambridge, - -	136 90	Jacksonville, - -	26 08	Richardsonville, - -	53 01
Camden, - -	1,694 03	Jameville, - -	54 12	Ridge, - -	40 81
Campbell's Mills, - -	39 57	Jonesville, - -	8 92	Robertsville, - -	170 62
Cane Creek, - -	3 44	Keowee, - -	2 64	Rock Mills, - -	14 01
Carmel Hill, - -	5 02	King Creek, - -	65 74	Rock Spring, - -	10 10
Cashville, - -	15 34	Kingstree, - -	86 96	Rocky Mount, - -	38 24
Catfish, - -	3 60	Kirksey's Cross Roads, -	15 94	Rogersville, - -	4 79
Cedar Grove, - -	10 46	La Grange, - -	3 10	Russell Place, - -	19 78
Cedar Shoals, - -	38 16	Lancaster, - -	220 02	Salem, - -	24 87
Centreville, - -	9 27	Landsford, - -	58 06	Sandersville, - -	4 30
Charleston, - -	23,827 33	Laurence Court-house, -	221 33	Sandover, - -	51 22
Cheraw, - -	1,005 60	Leekesville, - -	15 15	Santon, - -	14 59
Chester Court-house, -	411 12	Leesville, - -	69 70	Savage's, - -	18 17
Chesterfield Court-house, -	60 12	Lewisville, - -	19 33	Shady Grove, - -	11 65
China Grove, - -	35 73	Lexington Court-house, -	111 99	Shallow Ford, - -	4 01
Chinquapin Ridge, - -	6 49	Liberty Hill, - -	39 63	Shelburne, - -	87 10
Churchhill, - -	92 98	Line Creek, - -	17 43	Silver Glade, - -	9 06
Claremont, - -	8 43	Little River, - -	12 20	Slabtown, - -	2 38
Coates's Tavern, - -	17 83	Lodi, - -	19 92	Smithford, - -	12 06
Cochranville, - -	8 29	Lodimont, - -	20 64	Smith's Store, - -	21 82
Coleman's Cross Roads, -	25 04	Longmire's Store, - -	36 98	Smithville, - -	7 77
Collins's Cross Roads, -	15 02	Lower Three Runs, - -	92 25	Society Hill, - -	264 49
Columbia, - -	3,570 78	Lynchwood, - -	27 37	Spartanburg, - -	201 07
Conwayborough, - -	60 94	McBridesville, - -	2 04	Speedwell, - -	14 12
Cool Springs, - -	13 87	McCann's Store, - -	12 55	Spring Grove, - -	29 24
Coosawhatchie, - -	427 07	McDanielsville, - -	11 78	Spring Hill, - -	15 62
Counsville, - -	4 69	McElwee's Store, - -	5 90	Springville, - -	10 47
Craytonsville, - -	10 82	McMeekin's, - -	12 96	Statesburg, - -	411 67
Cripple Creek, - -	9 10	Manchester, - -	118 16	Stonesville, - -	15 90
Cross Anchor, - -	15 13	Mountain Court-house, -	141 36	Stony Batter, - -	7 71
Cross Keys, - -	34 74	Mars Bluff, - -	76 54	Stony Point, - -	49 12
Crowder's Creek, - -	25 38	Maylinton, - -	40 36	Sumpter ville, - -	335 95
Dacresville, - -	16 36	Meansville, - -	27 72	Taxahan, - -	25 46
Dalye, - -	2 68	Meeting Street, - -	28 80	Taylorsville, - -	17 67
Darlington, - -	1 87	Merritsville, - -	23 62	Temple of Health, - -	23 02
Davis's Mill, - -	403 52	Middlebrook, - -	13 06	Terrysville, - -	29 08
Deadfall, - -	18 57	Millford, - -	28 28	Thompson's, - -	17 87
Dean's Swamp, - -	26 99	Mill Grove, - -	6 59	Toxaway, - -	3 04
Double Branches, - -	10 52	Milton, - -	64 65	Traveller's Rest, - -	9 98
Douthel, - -	3 22	Monticello, - -	19 17	Tallyon, - -	8 61
Duck Branch, - -	3 48	Monticello, - -	51 81	Tumling Shoals, - -	3 01
Duncansville, - -	45 99	Mountain Shoals, - -	14 02	Union Court-house, -	276 03
Duntonsville, - -	34 05	Mount Ariel, - -	74 94	Vance's Ferry, - -	25 49
Earle's Store, - -	31 01	Mount Clio, - -	24 20	Varenes, - -	24 27
Earlsville, - -	8 81	Mount Croghan, - -	40 24	Walker's, - -	29 17
Ebenezer Academy, - -	1 20	Mount Elon, - -	23 94	Walnut Grove, - -	8 57
Edgefield Court-house, -	46 02	Mount Gallagher, - -	11 08	Walterborough, - -	350 23
Fairview, - -	288 49	Mount Hill, - -	36 81	Warrenton, - -	21 77
Felder's Store, - -	4 81	Mount Pleasant, - -	72 66	Waterloo, - -	39 81
Fishdam, - -	40 78	Mount Vernon, - -	12 81	Waxhaw, - -	7 19
Fishing Creek, - -	39 56	Mount Vintage, - -	55 43	Whitehall, - -	84 41
Flat Rock, - -	5 76	Mount Willing, - -	37 62	White's Mills, - -	15 78
Fork Shoals, - -	15 05	Newberry Court-house, -	391 74	White's Store, - -	25 57
Four Mile Branch, - -	13 69	New Hope, - -	11 03	Whitesville, - -	4 21
Fulton, - -	22 59	New Market, - -	8 56	Willington, - -	48 27
		Oak Grove, - -	12 90	Willow Grove, - -	16 40

SOUTH CAROLINA—Continued.

Winnabourgh, - - -	\$349 02	Yonguesville, - - -	\$35 35	Zideon, - - -	\$0 84
Woodlawn, - - -	26 93	York Court-house, - - -	372 26	Total of South Carolina, -	\$46,156 82
Woodruff, - - -	19 94	Young's Store, - - -	32 97		

GEORGIA.

Anglingtown, - - -	\$10 14	Fort Gaines, - - -	\$147 49	Oak Grove, - - -	\$11 54
Appling Court-house, -	19 77	Fort Valley, - - -	32 32	Oak Hill, - - -	24 89
Ashley's Mills, - - -	17 58	Fortville, - - -	52 68	Pentecost Mills, - - -	14 40
Athens, - - -	891 47	Franklin Academy, - -	35 86	Perry, - - -	116 10
Augusta, - - -	9,391 43	Franklinville, - - -	34 03	Perry's Mills, - - -	14 40
Baggs's, - - -	7 21	Fredonia, - - -	139 45	Petersburg, - - -	95 78
Bainbridge, - - -	159 31	Freeman's Store, - - -	12 07	Pinckneyville, - - -	10 68
Bark Camp, - - -	21 25	Gainesville, - - -	195 00	Pindertown, - - -	35 82
Barnes's Store, - - -	23 95	Goosepond, - - -	26 90	Pittsburg, - - -	17 75
Bascohel, - - -	12 04	Goshen, - - -	46 84	Pleasant Grove, - - -	3 12
Beman's Store, - - -	40 89	Grantsville, - - -	30 66	Pleasant Hill, - - -	48
Berrien, - - -	58 28	Greensborough, - - -	632 25	Powelson, - - -	125 48
Bethel, - - -	22 30	Greenville, - - -	136 56	Pumpkintown, - - -	28 80
Bethlehem, - - -	14 27	Grove Level, - - -	9 05	Raine's Store, - - -	64 17
Bethsaida, - - -	15 13	Hamilton, - - -	183 79	Randolph Court-house, -	30 21
Birdsville, - - -	67 11	Harmony Grove, - - -	8 25	Raytown, - - -	17 74
Blountsville, - - -	35 05	Hartford, - - -	276 44	Riceborough, - - -	322 23
Bowersville, - - -	8 30	Head of Coosa, - - -	29 88	Rives, - - -	15 95
Bowling Green, - - -	30 70	Head's, - - -	20 37	Rockbridge, - - -	32 92
Brunswick, - - -	56 57	Hightower, - - -	9 26	Rock Mills, - - -	91
Bushville, - - -	22 15	Hillsborough, - - -	146 08	Rockville, - - -	40 97
Butler's, - - -	21 77	Hollingsworth's Farm, -	11 01	Rossville, - - -	24 19
Byron, - - -	20 12	Holly Grove, - - -	20 10	Rotherwood, - - -	14 95
Calhoun's Ferry, - - -	17 95	Hurricane Shoals, - - -	17 64	Ruckersville, - - -	119 77
Carnesville, - - -	180 61	Irwin, - - -	133 11	St. Mary's, - - -	450 68
Carmel, - - -	17 32	Jackson, - - -	178 36	Salem, - - -	121 51
Carrollton, - - -	44 53	Jacksonborough, - - -	151 77	Sandersville, - - -	290 70
Centerville, - - -	38 82	Jacksonville, - - -	79 06	Sandtown, - - -	35 25
Cherokee Corner, - - -	5 14	Jefferson, C. county, -	190 23	Sanford and Lumsdon's Store,	13,242 90
Choice's Store, - - -	21 64	Jefferson, J. county, -	111 10	Savannah, - - -	15 87
Clarksville, - - -	23 23	Johnson's, - - -	7 09	Shady Dale, - - -	28 60
Clayton, - - -	170 79	Jones's Valley, - - -	1 44	Sharpe's Store, - - -	54 00
Clinton, - - -	31 49	Kellogg's Store, - - -	31 58	Shiver's Mills, - - -	26 40
Coates's Store, - - -	559 87	King's Gap, - - -	8 34	Shoals of Ogeechee, - -	25 61
Columbus, - - -	19 95	Kingston, - - -	21 52	Skull Shoal, - - -	3 51
Columbia Court-house, or	807 56	Knoxville, - - -	214 19	Smith's Store, - - -	2 46
Appling, - - -	223 15	La Grange, - - -	333 34	Snowhill, - - -	37 66
Cook's Law Office, - - -	24 33	Langsburg, - - -	13 97	Social Circle, - - -	607 08
Cool Spring, - - -	54 40	Lawrenceburg, - - -	360 59	Sparta, - - -	8 77
Copeland, - - -	20 63	Leakesville, - - -	29 65	Spencer's Store, - - -	45 83
Covington, - - -	334 70	Lexington, - - -	473 16	Spring Hill, - - -	21 94
Crawfordsville, - - -	131 62	Liberty, - - -	19 82	Spring Place, - - -	81 27
Creek Agency, - - -	178 26	Lincolnton, - - -	100 72	Stalling's Store, - - -	2 35
Culbreath's, - - -	7 27	Lombardy, - - -	27 39	Standing Peach Tree, - -	47 98
Culoden, - - -	66 25	Loughbridge's, - - -	10 49	Stanford's Cross Roads, -	37 38
Danburg, - - -	27 14	Louisville, - - -	242 68	Statesborough, - - -	12 77
Danielsville, - - -	91 14	McDonough, - - -	342 15	Storey's Mills, - - -	13 09
Dansby's, - - -	12 45	McDowell's, - - -	6 47	Strother's Mills, - - -	67 55
Darby's, - - -	29 89	McEntire's, - - -	2 56	Sunbury, - - -	30 16
Darien, - - -	1,057 75	Macon, - - -	2,688 31	Swainsborough, - - -	103 70
Decatur, - - -	286 78	Macville, - - -	8 64	Talbotton, - - -	70
Decatur Court-house, -	127 34	Madison, - - -	596 94	Tarara, - - -	25 09
Devereaux's Store, - -	16 65	Madison Springs, - - -	4 06	Tarver's Mills, - - -	127 06
Double Branches, - - -	32 46	Mallorysville, - - -	88 90	Tarver's Store, - - -	102 54
Double Cabins, - - -	15 53	Marion, - - -	319 00	Thomasville, - - -	20 22
Double Wells, - - -	10 00	Marion Court-house, -	18 67	Union Hill, - - -	278 83
Dublin, - - -	227 36	Mattox's, - - -	14 70	Upson Court-house, - - -	6 38
Duncansville, - - -	20 61	Milford, - - -	18 94	Upton, - - -	6 93
Eagle, - - -	9 75	Milledgeville, - - -	3,306 13	Warrentown, - - -	313 95
Eagle Grove, - - -	12 91	Milhaven, - - -	77 27	Warthen's Store, - - -	22 78
Early Court-house, - -	38 08	Milwood, - - -	14 10	Washington, - - -	609 06
Eaton, - - -	628 48	Monroe, - - -	364 02	Watkinsville, - - -	168 01
Echocono, - - -	12 23	Montgomery, - - -	11 20	Watson's Store, - - -	56 32
Elberton, - - -	204 62	Monticello, - - -	594 91	Waverly Hall, - - -	29 12
Ellerslie, - - -	22 91	Mount Horeb, - - -	10 17	Waynesborough, - - -	577 12
Eubanks, - - -	18 79	Mount Pleasant, - - -	13 68	Waynesville, - - -	172 33
Fairfield, - - -	27 88	Mount Vernon, - - -	40 67	White Plains, - - -	17 77
Fair Grove, - - -	11 43	Mount Zion, - - -	131 26	Willoughby, - - -	41 87
Fancy Bluff, - - -	57 33	Mullensford, - - -	5 12	Winn's, - - -	26 81
Fayetteville, - - -	182 80	Newbern, - - -	3 47	Wrightsborough, - - -	115 91
Fenn's Bridge, - - -	72 43	New Echota, - - -	40 87	Zebulon, - - -	193 94
Flat Creek, - - -	7 42	New Hope, - - -	40 55		
Forsyth, - - -	399 19	Newington, - - -	1 41		
		Newnan, - - -	235 23	Total of Georgia, - - -	\$50,987 66

OHIO.

Abbott's, - - -	\$2 97	Alexander, - - -	\$6 02	Andover, - - -	\$31 82
Achor, - - -	4 13	Alexanderville, - - -	29 65	Annapolis, - - -	40 23
Adams, - - -	3 45	Amsville, - - -	29 81	Ashland, - - -	90 99
Adelphia, - - -	52 19	Amity, - - -	3 51	Ashtabula, - - -	224 20
Akron, - - -	24 48	Anderson's Store, - - -	5 39	Athens, - - -	253 00

OHIO—Continued.

Atwater, - - -	\$38 43	Clarksville, - - -	\$37 01	Frostville, - - -	\$8 95
Auburn, - - -	12 34	Clear Creek, - - -	19 07	Fulton, - - -	7 88
Aurora, - - -	71 12	Clear Fork, - - -	6 06	Fultonham, - - -	30 68
Austintown, - - -	80 57	Cleveland, - - -	955 35	Galion, - - -	20 61
Avon, - - -	16 51	Cleves, - - -	60 00	Gallipolis, - - -	271 93
Bainbridge, - - -	114 43	Clinton, - - -	5 17	Gambier, - - -	95 65
Baker's Mills, - - -	9 69	Cochranstown, - - -	1 61	Gambel's Mills, - - -	8 36
Baltimore, - - -	83 24	Coitsville, - - -	3 44	Garwood's Mill, - - -	15 52
Barnesville, - - -	167 95	Colebrook, - - -	3 20	Gassaway's Mills, - - -	3 69
Batavia, - - -	101 06	Colerain, - - -	11 83	Geneva, - - -	32 99
Batesville, - - -	2 57	Columbiana, - - -	53 55	Genoa, - - -	25 18
Bath, - - -	25 93	Columbus, - - -	1,449 16	Georgesville, - - -	17 93
Bazetta, - - -	11 33	Concord, - - -	35 50	Georgetown, - - -	118 95
Beallville, - - -	14 37	Concordia, - - -	60	Germano, - - -	13 60
Bedford, - - -	19 83	Congress, - - -	7 41	Germantown, - - -	142 82
Bell Brook, - - -	52 60	Conneaut, - - -	135 42	Gnadenhutten, - - -	34 67
Bellefontaine, - - -	116 90	Conotton, - - -	3 83	Goshen, - - -	39 01
Belleville, - - -	32 30	Coolville, - - -	26 80	Grafton, - - -	19 81
Belmont, - - -	27 36	Copopa, - - -	14 76	Graham's Station, - - -	11 03
Belpre, - - -	44 11	Coshocton, - - -	131 03	Garland, - - -	1 53
Bennington, - - -	16 25	Courtwright, - - -	19 12	Grand, - - -	5 87
Berlin, - - -	23 35	Cranesville, - - -	2 25	Granger, - - -	33 50
Bethel, - - -	93 23	Cox's Cross Roads, - - -	1 38	Granville, - - -	208 32
Bethlehem, - - -	26 60	Cuba, - - -	17 39	Grassy Point, - - -	3 31
Big Island, - - -	2 85	Cumberland, - - -	11 38	Gratis, - - -	39 21
Big Prairie, - - -	8 90	Cuyahoga, - - -	30 35	Green Creek, - - -	10 77
Bissell's, - - -	12 63	Cypress, - - -	1 25	Greenfield, - - -	114 73
Black River, - - -	23 99	Cynthiana, - - -	1 84	Greenford, - - -	5 47
Blendon, - - -	22 92	Dalton, - - -	78 82	Green Hill, - - -	5 72
Bloom, - - -	12 66	Damascoville, - - -	11 17	Greensburg, - - -	14 66
Bloomingburgh, - - -	76 91	Damascus, - - -	5 49	Greentown, - - -	11 55
Bloomingdale, - - -	21 10	Danville, - - -	31 36	Greenville, - - -	81 32
Bloomingville, - - -	12 14	Darby Creek, - - -	24 43	Greenwich, - - -	16 93
Blue Rock, - - -	2 01	Darbyville, - - -	39 61	Guilford, - - -	21 59
Boardman, - - -	24 48	Darling's, - - -	4 42	Gustavus, - - -	30 72
Bolivar, - - -	4 68	Davetown, - - -	39 78	Hambden, - - -	15 65
Braceville, - - -	22 90	Dayton, - - -	974 13	Hamilton, - - -	338 82
Brandywine Mills, - - -	39 82	Decatur, - - -	33 16	Hanover, - - -	24 58
Bricksville, - - -	16 68	Deavertown, - - -	22 23	Hanoverton, - - -	49 83
Bridgeport, - - -	48 46	Deerfield, - - -	33 63	Hardin, - - -	10 58
Bridgeville, - - -	3 04	Deerfield Village, - - -	11 24	Harpersfield, - - -	44 27
Brighton, - - -	2 94	Deersville, - - -	22 25	Harrison, - - -	69 84
Bristol, - - -	1 59	Defiance, - - -	40 76	Harrisville, - - -	74 12
Bristolville, - - -	22 33	Delaware, - - -	178 15	Harrisville Reserve, - - -	12 99
Brookfield, - - -	37 28	Dhormau, - - -	4 80	Hartford, - - -	49 88
Brown, - - -	4 65	Dick's Mills, - - -	52 14	Haye's Cross Roads, - - -	20 85
Brownfield, - - -	2 51	Uillie's Bottom, - - -	17 62	Hebron, - - -	24 26
Brownhelm, - - -	32 98	Douglas, - - -	6 75	Henrietta, - - -	7 23
Brown's Mills, - - -	19 28	Dover, - - -	28 73	Henry, - - -	4 46
Brunswick, - - -	37 21	Downington, - - -	20	Higginsport, - - -	7 27
Bucyrus, - - -	115 01	Drake's, - - -	6 63	Hillsborough, - - -	292 53
Burlingham, - - -	2 53	Dresden, - - -	114 46	Hinckley, - - -	14 53
Burlington, - - -	62 01	Dublin, - - -	24 42	Hiram, - - -	24 82
Burton, - - -	59 90	Duff's Forks, - - -	32 66	Hopkinsville, - - -	33 38
Cadiz, - - -	195 38	Dumbarton, - - -	48 37	Hoskinsville, - - -	5 83
Cadwallader, - - -	12 91	East Centerville, - - -	30 88	Hubbard, - - -	29 97
Caldersburgh, - - -	51 54	East Claridon, - - -	13 32	Hudson, - - -	159 91
Cambridge, - - -	190 30	East Fairfield, - - -	39 12	Humphreysville, - - -	4 91
Canaan, - - -	2 72	Eaton, - - -	156 67	Huntington, - - -	7 88
Canal Dover, - - -	49 48	Eden, - - -	4 30	Huntsburg, - - -	14 91
Canfield, - - -	72 30	Edenburg, - - -	13 56	Huntsville, - - -	20 49
Canton, - - -	418 09	Edwardsville, - - -	15 81	Huron, - - -	40 00
Captina Creek, - - -	31 29	Eldridge, - - -	23 64	Industry, - - -	2 70
Cardington, - - -	6 24	Elizabethtown, - - -	27 29	Irville, - - -	73 23
Carlisle, - - -	9 46	Elk Fork, - - -	6 45	Island Creek, - - -	12 94
Caroline, - - -	3 17	Ellsworth, - - -	43 86	Jackson Court-house, - - -	58 95
Carroll, - - -	92	Elyria, - - -	126 85	Jackson, - - -	10 71
Carthage, - - -	16 23	Euclid, - - -	61 87	Jacksonborough, - - -	45 46
Castana, - - -	9 58	Fairfield, - - -	49 15	Jacobsburg, - - -	19 02
Cedarville, - - -	7 45	Fairport, - - -	31 15	Jamestown, - - -	36 04
Centre Farmington, - - -	5 58	Fairview, - - -	114 52	Jefferson, - - -	80 91
Centerville, M. county, - - -	68 22	Farmington, - - -	24 57	Jeromesville, - - -	64 64
Chagrin River, - - -	137 65	Fearing, - - -	5 63	Johnsonville, - - -	18 54
Chardon, - - -	89 17	Federalton, - - -	4 72	Johnston, - - -	3 47
Charlestown, - - -	19 05	Felicity, - - -	39 23	Johnston, - - -	42 12
Chenoweth's, - - -	3 75	Findley, - - -	25 84	Keene, - - -	15 77
Cherry Valley, - - -	1 41	Fitchville, - - -	27 97	Kelloggsville, - - -	66 99
Cheshire, - - -	3 46	Florence, - - -	69 62	Kendal, - - -	17 09
Chester, - - -	74 35	Flushing, - - -	60 68	Kimble, - - -	14 99
Chester Cross Roads, - - -	19 76	Fort Ball, - - -	54 77	Kingston, - - -	75 06
Cheviot, - - -	23 73	Furt Seneca, - - -	9 15	Kingsville, - - -	55 95
Chillicothe, - - -	1,631 56	Foulkstown, - - -	46 64	Kinsman's, - - -	58 86
Chilo, - - -	11 78	Four Corners, - - -	29 69	Kirkwood's, - - -	12 02
Chippewa, - - -	26 58	Fowler, - - -	17 86	Kirtland Mills, - - -	53 80
Christiana, - - -	2 74	Franklin, - - -	128 72	Knox, - - -	9 59
Cincinnati, - - -	11,179 08	Franklin Furnace, - - -	25 57	Knoxville, - - -	55 51
Circleville, - - -	444 65	Franklin Mills, - - -	119 13	Lafayette, - - -	30 66
Claridon, G. county, - - -	21 53	Frankinton, - - -	1 11	La Grange, - - -	18 31
Claridon, M. county, - - -	1 02	Fredericksburg, - - -	25 09	Lake Township, - - -	28 86
Clarkburg, - - -	21 81	Fredericktown, - - -	50 65	Lancaster, - - -	910 76
Clark's Farm, - - -	3 64	Freedom, - - -	8 35	Lawrenceville, - - -	20 15
Clarkfield, - - -	31 50	Freeport, - - -	30 40	Lebanon, - - -	489 90
Clark's Store, - - -	10 56	French Grant, - - -	37 82		

OHIO—Continued.

Lee, - - - - -	\$4 32	Mount Pleasant, - - -	\$222 68	Portsmouth, - - - -	\$311 77
Leepersville, - - -	99	Mount Vernon, - - -	333 02	Powhatan Point, - -	17 82
Leesburg, - - - -	66 29	Mouth of Black River, -	25 03	Preston, - - - - -	27 55
Leesville, - - - -	38 91	Murraysville, - - -	2 71	Princeton, - - - -	17 44
Lenox, - - - - -	9 22	Nelson, - - - - -	52 72	Putnam, - - - - -	131 45
Le Roy, - - - - -	23 72	Nelsonville, - - -	20 47	Radnor, - - - - -	14 87
Letart Falls, - - -	22 70	Neville, - - - - -	46 88	Randolph, - - - -	59 85
Lewis, - - - - -	22 90	New Alexander, - - -	7 84	Ravenna, - - - - -	172 44
Lexington, - - - -	33 21	Newark, - - - - -	311 78	Reading, - - - - -	37 38
Liberty, - - - - -	28 92	New Athens, - - -	49 55	Readtown, - - - -	2 84
Lilly, - - - - -	28 93	New Bedford, - - -	7 17	Red Lion, - - - -	7 12
Lichopolis, - - - -	9 87	Newburgh, - - - -	77 85	Reed's Mills, - - -	6 77
Little Beaver Bridge, -	69 30	New Harlington, - -	12 98	Regnier's Mills, - -	9 90
Little Hocking, - -	28 50	Newbury, - - - -	20 06	Reiley, - - - - -	15 91
Little Sandusky, - -	12 90	New Carlisle, - - -	63 82	Richfield, - - - -	47 56
Little York, - - - -	17 34	Newcomb, - - - -	37 43	Richmond, I. county, -	57 26
Liverpool, - - - -	25 93	Newcomerstown, - -	15 99	Richmond, B. county, -	47 56
Logan, - - - - -	10 90	New Guilford, - - -	12 61	Ridgeville, C. county, -	9 23
London, - - - - -	42 71	New Hagerstown, - -	31 23	Ridgeville, W. county, -	30 90
Londonderry, - - -	82 80	New Hampton, - - -	1 05	Ring's Mills, - - -	1 17
Long Bottom, - - -	26 12	New Harrisburg, - -	1 39	Ripley, - - - - -	140 29
Loudonville, - - -	8 25	New Haven, - - - -	43 49	River Styx, - - - -	5 07
Lower Salem, - - -	39 99	New Holland, - - -	14 18	Rochester, - - - -	35 09
Lower Sandusky, - -	6 99	New Hope, - - - -	7 29	Rockport, - - - -	17 71
Lowe's, - - - - -	136 05	New Lexington, - - -	15 21	Rocktown, - - - -	4 88
Lucasville, - - - -	2 87	New Lisbon, - - - -	399 39	Rome, - - - - -	37 39
Lyne, - - - - -	14 67	New Lyme, - - - -	19 25	Rootstown, - - - -	14 71
McArthurstown, - - -	48 69	New Madison, - - -	11 57	Roseville, - - - -	5 45
McConnellsville, - -	19 27	New Market, - - - -	25 61	Ross Township, - - -	7 03
McCullough, - - - -	130 37	New Paris, - - - -	46 05	Rossville, - - - -	114 44
Madison, - - - - -	37 26	New Petersburg, - -	17 53	Royalton, - - - -	51 88
Madisonville, - - -	77 14	New Philadelphia, - -	154 16	Ruggles, - - - - -	9 83
Mahoning, - - - -	40 11	Newport, - - - - -	39 52	Rushville, - - - -	132 15
Main Point Creek, - -	4 89	New Portage, - - -	9 65	Russell, - - - - -	3 46
Malaga, - - - - -	2 16	New Richmond, - - -	94 01	Russellville, - - -	36 95
Malta, - - - - -	13 10	New Rumley, - - -	25 34	Rutland, - - - - -	27 07
Manchester, - - - -	1 83	Newton Mills, - - -	4 54	St. Clairsville, - - -	416 39
Mansfield, - - - -	39 66	Newtown, - - - -	38 48	St. Mary's, - - - -	18 21
Mantua, - - - - -	501 25	Nimisia, - - - - -	15 75	Salem, - - - - -	149 71
Margaretta, - - - -	39 96	Northampton, - - -	11 45	Salisbury, - - - -	7 72
Marietta, - - - -	8 20	North Bloomfield, - -	37 51	Salt Creek, - - - -	31 37
Marion, - - - - -	400 13	North Dover, - - -	2 06	Sandusky City, - - -	301 55
Marshallsville, - - -	171 70	North Fairfield, - -	9 84	Sandusky Cross Roads, -	11 43
Martinsburg, - - -	10 53	North Norwich, - - -	89	Sandy Spring, - - -	18 61
Martin's Mills, - - -	80 99	North Ridgeville, - -	15 40	Sandyville, - - - -	34 14
Marysville, - - - -	6 39	North Royalton, - -	9 58	Saybrook, - - - -	39 47
Massillon, - - - -	24 30	North Springfield, - -	33 80	Stephen's Creek, - - -	9 06
Maumee, - - - - -	197 87	North Union, - - -	3 81	Scioto, - - - - -	18 91
Mecca, - - - - -	58 91	Norton, - - - - -	10 94	Scipio, - - - - -	18 71
Mechanicsburg, - - -	12 83	Norwalk, - - - -	214 00	Scott, - - - - -	28 13
Medina Court-house, -	44 90	Norwich, - - - -	116 69	Scroggsfield, - - -	15 35
Meigsville, - - - -	91 10	Nyessville, - - - -	10 93	Seneca, - - - - -	21 72
Mellmore, - - - -	5 10	Oldtown, - - - -	55 92	Shalersville, - - -	44 60
Mentor, - - - - -	46 81	Olive, - - - - -	17 28	Shane's Crossings, - -	13 92
Mesopotamia, - - -	36 88	Olive Green, - - -	18 98	Shanersville, - - -	48 00
Metcalfe's, - - - -	30 20	Olivesburg, - - -	9 53	Sharonville, - - -	20 06
Miami, - - - - -	5 30	Orange, - - - - -	27 75	Shanck's, - - - -	12 21
Miamisburg, - - - -	23 88	Orwell, - - - - -	13 37	Sheffield, - - - -	15 78
Middlebourne, - - -	111 94	Osnaldsburg, - - -	40 80	Sherman, - - - -	8 07
Middleburg, - - - -	8 34	Otter Creek, - - -	3 53	Shober's Mills, - - -	4 33
Middlefield, - - - -	182 17	Oxford, - - - - -	348 51	Sidney, - - - - -	50 19
Middletown, - - - -	6 95	Painesville, - - -	474 92	Sinking Spring, - - -	51 33
Miffin, - - - - -	199 95	Paintville, - - - -	45 71	Smithfield, - - - -	109 03
Milan, - - - - -	31 15	Palmyra, - - - -	34 08	Smyrna, - - - - -	4 68
Mill's Cross Roads, - -	195 21	Paris, - - - - -	65 82	Snowhill, - - - -	21 90
Milfield, - - - - -	7 27	Parisville, - - - -	4 18	Somers, - - - - -	377 59
Milford, C. county, - -	83 11	Parkman, - - - -	83 11	Somerton, - - - -	15 02
Milford Centre, - - -	49 52	Parma, - - - - -	5 50	South Bloomfield, - -	68 13
Millbrook, - - - -	34 84	Penfield, - - - -	10 41	South Charleston, - -	51 81
Mill Creek, - - - -	5 22	Peck Mills, - - - -	1 11	Southington, - - -	10 36
Millener's Mills, - - -	6 58	Pennsville, - - - -	13 40	Springborough, - - -	78 35
Millersburg, - - - -	24 47	Perry, - - - - -	28 05	Springdale, - - - -	98 48
Millsford, - - - -	61 70	Perrysburg, - - -	60 00	Springfield, - - - -	443 70
Millville, - - - -	3 13	Perryville, - - - -	19 10	Starky, - - - - -	6 20
Milton, - - - - -	39 10	Peru, - - - - -	53 18	Steubenville, - - -	833 99
Minerva, - - - - -	25 45	Petersburg, - - - -	104 39	Stillwater, - - - -	12 98
Mohecan, - - - - -	11 69	Phyler's Cross Roads, -	51	Stocktown, - - - -	90
Monroe, - - - - -	94	Philanthropy, - - -	50 04	Stow, - - - - -	50 62
Monroeville, - - - -	36 90	Philipsburg, - - -	12 02	Streetsborough, - - -	10 92
Montgomery, - - - -	60 08	Pierpont, - - - -	13 84	Strongsville, - - -	54 51
Monticello, - - - -	92 05	Piketon, - - - -	121 44	Sugar Grove, - - -	1 67
Montpelier, - - - -	55 49	Piqua, - - - - -	189 79	Sullivan, - - - -	5 47
Montville, - - - -	8 23	Plainfield, - - - -	13 74	Summerfield, - - -	13 21
Moorefield, - - - -	13 07	Plato, - - - - -	18 62	Sunbury, - - - - -	117 30
Moore's Salt Works, - -	39 86	Pleasantville, - - -	12 70	Sunfish, - - - - -	21 49
Morgan's, - - - - -	15 24	Plymouth, - - - -	36 67	Sutherland, - - - -	10 08
Morgan's Settlement, -	53 27	Point Harmar, - - -	54 19	Sycamore, - - - -	2 74
Morristown, - - - -	2 51	Point Pleasant, - - -	29 18	Tallmadge, - - - -	70 78
Moscow, - - - - -	69 72	Poland, - - - - -	71 81	Tariff, - - - - -	14 82
Mount Eaton, - - -	33 64	Poor's Office, - - -	2 13	Tarlton, - - - - -	101 78
Mount Healthy, - - -	16 78	Portage, - - - - -	71	Thompson, - - - -	18 29
Mount Olive, - - - -	21 22	Port Clinton, - - -	17 76	Thornville, - - - -	65 51
	65	Porter, - - - - -	36 85	Tiffin, - - - - -	104 33

OHIO—Continued.

Tiro, - - -	\$9 22	Warrentown, - - -	\$49 23	White Eyes Plains, - - -	\$10 79
Townsend, - - -	4 81	Washington, F. county, - - -	95 20	Wilkesville, - - -	29 37
Trenton, - - -	1 25	Washington, G. county, - - -	128 83	Williamsburgh, - - -	38 30
Troy, - - -	40 06	Waterford, - - -	57 46	Williamsfield, - - -	26 99
Truxville, - - -	195 18	Watertown, - - -	14 11	Williamsport, - - -	43 62
Trumbull, - - -	27 97	Wayne, - - -	5 75	Williams's Store, - - -	28 90
Tupper's Plains, - - -	6 43	Waynesburgh, - - -	23 15	Willshire, - - -	1 16
Tuscarawastown, - - -	2 59	Waynesville, - - -	11 30	Wilson's Creek, - - -	59 99
Twenty Mile Stand, - - -	16 53	Weathersfield, - - -	162 02	Wilmington, - - -	139 77
Twinsburgh, - - -	16 91	Webster, - - -	16 58	Winchester, - - -	22 34
Twintown, - - -	37 70	Wellington, - - -	3 40	Windham, - - -	25 84
Tymochtee Creek, - - -	29	Wellsville, - - -	21 13	Windsor, - - -	13 00
Union, - - -	50 05	Wellsville, - - -	68 12	Wise's Mills, - - -	1 36
Uniontown, - - -	35 61	Wesley, - - -	1 46	Withamsville, - - -	12 20
Unionville, - - -	48 53	West Alexandria, - - -	51 62	Wolf Creek, - - -	7 65
Unity, - - -	127 33	West Bedford, - - -	13 44	Woodfield, - - -	71 41
Upper Sandusky, - - -	20 20	West Canaan, - - -	1 32	Wood's Mills, - - -	26 73
Urbanna, - - -	12 84	West Carlisle, - - -	40 67	Wooster, - - -	320 24
Utica, - - -	492 23	West Charleston, - - -	4 29	Worthington, - - -	108 04
Venice, - - -	66 82	West Chester, - - -	37 06	Wright's Store, - - -	8 64
Vermilion, - - -	89	Western Star, - - -	25 23	Xenia, - - -	357 84
Vernon, - - -	10 81	Westfield, - - -	11 52	Yellow Springs, - - -	72 68
Vienna, - - -	41 46	West Liberty, - - -	49 09	York, - - -	10 91
Wadsworth, - - -	31 23	West Milton, - - -	26 06	York Cross Roads, - - -	14 42
Wakatomika, - - -	35 37	Weston's, - - -	3 17	Youngstown, - - -	104 30
Walnut, - - -	6 43	West Union, - - -	203 82	Zanesfield, - - -	35 76
Wapakonetta, - - -	2 74	Westville, - - -	23 46	Zanesville, - - -	1,124 64
Ward's, - - -	6 35	Weymouth, - - -	31 96	Zoar, - - -	20 19
Warren, - - -	19 09	Wharton's, - - -	13 93	Total of Ohio, - - -	\$50,535 25
	304 50	Whetstone, - - -	15 75		

INDIANA.

Abington, - - -	\$6 46	Fredericksburgh, - - -	\$8 19	Morven, - - -	\$12 68
Adams, - - -	6 11	Fredonia, - - -	41 21	Moscow, - - -	30 37
Allensville, - - -	11 37	Fuller's Tavern, - - -	14	Mount Pleasant, - - -	61 83
Andersontown, - - -	15 14	Gallatin, - - -	10 12	Mount Stirling, - - -	15 15
Andersonsville, - - -	10 88	Garnett, - - -	1 72	Mount Vernon, - - -	117 03
Arcole, - - -	35	Geneva, - - -	6 84	Munseytown, - - -	16 75
Arnold's, - - -	2 61	Gentry's Store, - - -	4 47	Murray's Mills, - - -	7 36
Attica, - - -	91 42	Gopher Hill, - - -	10 41	Nanceville, - - -	7 29
Aurora, - - -	42 89	Green Castle, - - -	119 97	Nettle Creek, - - -	4 85
Barbersville, - - -	13 61	Greenfield, - - -	5 42	New Albany, - - -	277 36
Bedford, - - -	112 89	Greensburgh, - - -	107 64	Newburg, - - -	1 16
Bethlehem, - - -	31 91	Green's Fork, - - -	6 36	New Castle, - - -	35 61
Blakesburg, - - -	22 91	Greenville, - - -	40 45	New Garden, - - -	21 21
Bloomfield, - - -	45 21	Hancock, - - -	10 68	New London, - - -	14 17
Bloomington, - - -	244 78	Hanover, - - -	24 99	Newport, - - -	41 23
Bono, - - -	43 75	Hardinsburgh, - - -	9 12	New Providence, - - -	12 03
Boonville, - - -	59 21	Harmony, - - -	221 75	New Trenton, - - -	17 54
Bowling Green, - - -	9 65	Harrisburg, - - -	8 94	New Washington, - - -	30 14
Boydensville, - - -	2 35	Hartford, - - -	46 60	New York, - - -	2 87
Brandywine, - - -	2 73	Hillsborough, - - -	12 98	Noblesville, - - -	29 26
Brookville, - - -	162 52	Hindostan, - - -	25 93	Orleans, - - -	72 79
Brownstown, - - -	63 63	Hindsville, - - -	2 81	Owensville, - - -	15 74
Brownsville, - - -	30 13	Honey Creek, - - -	17 98	Pallas, - - -	1 00
Bruceville, - - -	17 81	Hogan, - - -	29	Faoli, - - -	114 96
Carlisle, - - -	89 14	India Hen, - - -	2 63	Patriot, - - -	15 43
Centreville, - - -	101 69	Indianapolis, - - -	559 12	Pendleton, - - -	20 59
Chambersburg, - - -	1 84	Jacksonburgh, - - -	21 27	Perrysville, - - -	42 17
Charleston, - - -	192 98	Jeffersonville, - - -	76 82	Petersburgh, - - -	47 67
Claysville, - - -	5 35	Laconia, - - -	32 33	Pleasants, - - -	2 84
Clinton, - - -	53 35	Lafayette, - - -	350 62	Pleasant Ridge, - - -	8 50
Coal Creek Forks, - - -	2 04	La Grange, - - -	2 49	Plum Orchard, - - -	6 43
Columbus, - - -	97 64	Laughrey, - - -	5 81	Point Pleasant, - - -	1 17
Connorsville, - - -	168 56	Laurenceburgh, - - -	142 18	Portersville, - - -	23 51
Corydon, - - -	103 68	Leesville, - - -	15 91	Portland, - - -	51 55
Covington, - - -	87 26	Legro, - - -	3 93	Port Royal, - - -	18 07
Crawfordsville, - - -	239 44	Leavenworth, - - -	35 62	Port William, - - -	64
Cross Plains, - - -	7 09	Lexington, - - -	79 47	Prairie Creek, - - -	20 64
Cynthiana, - - -	24 16	Liberty, - - -	152 39	Princeton, - - -	105 02
Danville, - - -	42 16	Little Flat Rock, - - -	8 21	Printer's Retreat, - - -	4 97
Delphi, - - -	53 64	Livonia, - - -	28 95	Pulaski, - - -	4 18
Dickson's Mills, - - -	21 08	Logansport, - - -	67 41	Quercus Grove, - - -	4 18
Duck Creek Crossings, - - -	8 45	Madison, - - -	405 72	Richmond, - - -	248 75
Dunlapville, - - -	23 76	Manchester, - - -	40 87	Rising Sun, - - -	112 61
Economy, - - -	20 97	Marion, - - -	7 43	Rockport, - - -	44 97
Edinburgh, - - -	57 54	Martinsville, - - -	55 37	Rockville, - - -	137 95
Elizabeth, - - -	11 77	Mauckport, - - -	10 84	Rome, - - -	22 46
Elliotville, - - -	11 65	Mechanicsville, - - -	48	Roseville, - - -	31 73
Emison's Mills, - - -	12 27	Merom, - - -	53 36	Rushville, - - -	104 47
Eugene, - - -	97 32	Miamisport, - - -	3 07	Salem, - - -	287 81
Evansville, - - -	125 28	Mill Creek, - - -	6 16	Salmon, - - -	4 70
Everton, - - -	8 75	Millersburg, - - -	2 98	Saundersville, - - -	11 26
Fairfield, - - -	42 10	Millington, - - -	4 80	Shelbyville, - - -	67 03
Fischlie's Mills, - - -	10 95	Milton, - - -	90 58	Shoemaker's, - - -	1 23
Flat Rock, - - -	6 04	Montezuma, - - -	84 55	Slinkard's Mills, - - -	5 60
Fort Wayne, - - -	166 55	Moore's Hill, - - -	15 56	Snelson's Mills, - - -	15 68
Franklin, - - -	35 68	Mooresville, - - -	64 36	Smockville, - - -	23 73

INDIANA—Continued.

Somerset, - - -	\$20 05	Troy, - - -	\$39 52	Washington, - - -	\$114 55
Southold, - - -	96	Tuckersville, - - -	16 16	Waterloo, - - -	8 87
Spencer, - - -	65 09	Union, - - -	98	West Liberty, - - -	65 30
Springfield, - - -	3 68	Utica, - - -	37 78	White Water, - - -	1 27
Spring Hill, - - -	27 84	Valonia, - - -	6 45	Wilmington, - - -	15 75
Springville, - - -	12 65	Vandalia, - - -	17 23	Winchester, - - -	27 86
Sugar Creek, - - -	4 73	Vernon, - - -	53 31	Woodville, - - -	1 42
Swanksville, - - -	6 75	Versailles, - - -	32 06	Wright's, - - -	3 87
Terre Haute, - - -	317 84	Vevay, - - -	103 91	Total of Indiana, - - -	\$9,609 67
Treaty Ground, - - -	4 11	Vulcan, - - -	2 27		

ILLINOIS.

Albion, - - -	\$102 17	Exeter, - - -	\$68 10	Pleasant Grove, - - -	\$8 82
Alton, - - -	46 91	Fairfield, - - -	43 26	Pleasant Vale, - - -	5 83
America, - - -	24 85	Frankfort, - - -	52 74	Prairie De Long, - - -	6 31
Apple River, - - -	4 06	Fulton Court-house, - - -	85 46	Quincy, - - -	136 51
Arcadia, - - -	26	Galena, - - -	824 54	Rock Island, - - -	94 31
Atlas, - - -	47 92	Golconda, - - -	68 06	Rock Spring, - - -	33 17
Bellevue, - - -	1 18	Gratiot's Grove, - - -	53 09	Rogers's, - - -	17 08
Belleville, - - -	203 66	Greenville, - - -	103 33	Rushville, - - -	82 59
Bloomfield, - - -	6 14	Harrisonville, - - -	13 02	Salem, - - -	31 46
Bluffdale, - - -	3 71	Havana, - - -	1 99	Sandy Bluff, - - -	4 75
Bon Pas, - - -	33 40	Hillsborough, - - -	188 55	Sangamon, - - -	20 72
Brownsville, - - -	66 21	Hurricane, - - -	1 21	Shannon's Store, - - -	32 38
Burnt Prairie, - - -	12 78	Island Grove, - - -	6 64	Shaw's, - - -	9 53
Cahokia, - - -	1 11	Jacksonville, - - -	326 73	Shelbyville, - - -	78 41
Canton, - - -	45 06	James's Mills, - - -	10 80	Shippingport, - - -	45
Carlyle, - - -	83 99	Jonesborough, - - -	78 86	Silvan Grove, - - -	21 47
Carmi, - - -	88 52	Kane, - - -	14 07	Springfield, - - -	429 23
Carolus, - - -	29 14	Kaskaskia, - - -	229 85	Steele's Mills, - - -	19 63
Carrollton, - - -	76 59	Lawrenceville, - - -	77 83	Sugar Creek, - - -	9 40
Centerville, - - -	49 48	Lebanon, - - -	92 99	Thompson's, - - -	5
Clark Court-house, - - -	23 55	Luzerne, - - -	1 00	Trinity, - - -	22 17
Clio, - - -	3 25	McLeansborough, - - -	39 13	Twitchell's Mills, - - -	22 34
Coffeetown, - - -	86	Macinaw, - - -	48 50	Vandalia, - - -	174 91
Collinsville, - - -	23 06	Maysville, - - -	8 83	Vandevert, - - -	8 40
Columbia, - - -	19 84	Moore's Prairie, - - -	18 04	Van Dusen's, - - -	2 21
Concord, - - -	5 32	Mount Carmel, - - -	67 09	Vienna, - - -	20 27
Covington, - - -	9 61	Mount Pleasant, - - -	10 56	Walnut Hill, - - -	15 96
Curran, - - -	3 30	Mount Vernon, - - -	64 26	Wanborough, - - -	14 86
Danville, - - -	122 25	New Haven, - - -	42 51	Waterloo, - - -	24 66
De Witt, - - -	2 87	New Salem, - - -	4 16	Whitehall, - - -	42 41
Dillon's, - - -	44 81	Northfield, - - -	18	Wiggin's Ferry, - - -	18 64
Duncanton, - - -	6 15	Ogee's Ferry, - - -	4 64	Williamsport, - - -	1 98
Edwardsville, - - -	232 78	Ono, - - -	15 00	Workman, - - -	6 54
Elbridge, - - -	3 54	Palestine, - - -	82 97	York, - - -	53 90
Elkhorn, - - -	48	Paris, - - -	101 09	Total of Illinois, - - -	\$5,741 19
Eminence, - - -	5 79	Peoria, - - -	58 12		
Equality, - - -	88 91	Pinckneyville, - - -	20 56		

MISSOURI.

Apple Creek, - - -	\$26 14	Fulton, - - -	\$241 20	New Caledonia, - - -	\$69 51
Auburn, - - -	26 58	Gasconade, - - -	17 94	New London, - - -	128 18
Bainbridge, - - -	9 26	Greenville, - - -	19 28	New Madrid, - - -	85 94
Belle Fontaine, - - -	2 14	Hannibal, - - -	27 19	Newport, - - -	28 12
Benton, - - -	29 47	Harmony, - - -	5 99	Ogden, - - -	17 05
Big River Mills, - - -	19 18	Herculeanum, - - -	71 16	Old Mines, - - -	25 86
Bolivar, - - -	13 02	Hibernia, - - -	4 19	Osage Ferry, - - -	1 24
Booneville, - - -	212 99	Hickory Grove, - - -	15 67	Palmyra, - - -	290 27
Boontown, - - -	10 20	Independence, - - -	105 10	Perryville, - - -	92 22
Bowling Green, - - -	75 18	Indian Creek, - - -	1 23	Pettisau Bluff, - - -	6 95
Cantonment Leavenworth, - - -	191 21	Jackson, - - -	173 76	Pinckney, - - -	10 84
Cape Girardeau, - - -	57 30	Jefferson Barracks, - - -	452 21	Pisgah, - - -	20 15
Carondelet, - - -	3 74	Jefferson City, - - -	174 22	Point Labadie, - - -	10 25
Chariton, - - -	89 93	Jones's Tanyard, - - -	39 47	Potosi, - - -	244 13
Clark's, - - -	1 18	Jonesborough, - - -	27 49	Randolph Court-house, - - -	12 79
Clarksburg, - - -	121 91	Lewistown, - - -	31 57	Richmond, - - -	59 67
Clay Court-house, - - -	172 53	Lexington, - - -	99 68	Round Prairie, - - -	19 20
Columbia, - - -	363 23	Lexington Hill, - - -	25 59	Saint Charles, - - -	151 18
Cook's Settlement, - - -	63	Liberty, - - -	1 53	Saint Genevieve, - - -	125 22
Dardenne, - - -	2 29	Louisiana, - - -	104 39	Saint Louis, - - -	4,810 11
Dardenne Bridge, - - -	11 93	Loutre Island, - - -	10 25	Selma, - - -	11 50
Ewingville, - - -	23 30	Loutre Lick, - - -	31 46	Sexton's, - - -	26 84
Farmington, - - -	43 90	Manchester, - - -	47 44	Taylor's, - - -	5 21
Fayette, - - -	336 44	Maramee Iron Works, - - -	31 22	Troy, - - -	141 71
Femme Osage, - - -	2 02	Marion, - - -	18 14	Turner's Mill, - - -	13 38
Florissant, - - -	67 72	Marmaduke, - - -	11 39	Union, - - -	38 79
Fort Snelling, - - -	30 79	Marthasville, - - -	35 61	Valley Mines, - - -	13 88
Four Mile Prairie, - - -	10 05	Matthew's Prairie, - - -	3 26	Walnut Farm, - - -	41 59
Fox's, - - -	7 69	Middle Grove, - - -	6 94	Waltonham, - - -	11 05
Franklin, - - -	330 64	Mine Shibleoth, - - -	7 49	Waverly, - - -	20 65
Fredericktown, - - -	67 06	Mount Prairie, - - -	14 77	Total of Missouri, - - -	\$10,813 37
Fruits, - - -	20 81	Naylor's Store, - - -	42 60		

KENTUCKY.

Adairville, - - -	\$29 82	Franklin, - - -	\$167 50	Mills's Point, - - -	\$17 39
Adam's Mills, - - -	3 66	Fredericksburg, - - -	49 88	Millville, - - -	10 72
Alexander's Mills, - - -	1 77	Fredericktown, - - -	4 25	Milton, - - -	23 86
Alexandria, - - -	29 06	Gaines's Cross Roads, - - -	39 46	Minerva, - - -	69 98
Amanda, - - -	35 59	Georgetown, - - -	563 80	Monroe, - - -	10 46
Arlington, - - -	1 32	Germantown, - - -	69 07	Montezuma Salt Works, - - -	4 60
Athens, - - -	84 45	Ghent, - - -	47 21	Monticello, - - -	139 32
Augusta, - - -	335 52	Glasgow, - - -	389 62	Morganfield, - - -	192 39
Bairdstown, - - -	466 05	Gladson's, - - -	7 92	Morgantown, - - -	39 32
Ballardsville, - - -	22 19	Gorham, - - -	4 38	Morrisville, - - -	7
Barboursville, - - -	82 98	Grant's Lick, - - -	3 92	Mortonsville, - - -	22 88
Bedford, - - -	57 01	Grassy Creek, - - -	4 56	Moscow, - - -	30 92
Beech Park, - - -	6 45	Great Crossings, - - -	63 98	Mount Carmel, - - -	13 96
Big Bone Lick, - - -	7 57	Greensburg, - - -	293 05	Mount Eden, - - -	9 97
Big Eagle, - - -	20 11	Greensburg, - - -	128 91	Mount Stirling, - - -	469 24
Big South Fork, - - -	1 99	Greenville, - - -	108 77	Mount Vernon, - - -	53 33
Big Spring, - - -	14 13	Hadensville, - - -	14 83	Mount Washington, - - -	40 09
Bloomfield, - - -	112 01	Hanging Fork, - - -	46 14	Mount Zion, - - -	12 11
Boonsborough, - - -	11 35	Hardinsburg, - - -	200 02	Mouth of Raven, - - -	7 89
Bordley, - - -	3 52	Hardinsville, - - -	15 12	Mud Camp, - - -	2 37
Bowling Green, - - -	564 65	Harlan Court-house, - - -	5 60	Munfordsville, - - -	108 60
Bracken Cross Roads, - - -	4 41	Harrodsburg, - - -	526 71	Newburg, - - -	93
Brandenburg, - - -	124 97	Hartford, - - -	130 52	New Castle, - - -	243 18
Brashersville, - - -	55	Hawesville, - - -	6 99	New Haven, - - -	5 43
Brent, - - -	2 83	Hazlegreen, - - -	4 69	New Liberty, - - -	45 05
Brownsborough, - - -	34 49	Hazlepatch, - - -	36 94	New Market, - - -	11 36
Brownsville, - - -	32 72	Hendersen, - - -	394 72	Newport, - - -	117 75
Bucknersville, - - -	24 90	Herdonsville, - - -	26 74	Newton, - - -	1 14
Burkesville, - - -	154 96	Hickman, - - -	11 75	Newtown, - - -	33 65
Burlington, - - -	137 14	High Grove, - - -	1 92	Newtown, S. county, - - -	12 84
Burning Springs, - - -	51	Hipola, - - -	5 40	Nicholasville, - - -	343 26
Burnt Tavern, - - -	43 27	Hodgenville, - - -	13 43	North Fork, - - -	17 77
Cabin Creek, - - -	4 96	Hopewell, - - -	2 94	North Middleton, - - -	97 74
Cadiz, - - -	95 39	Hopkinsville, - - -	632 88	Oak Grove, - - -	47 57
Campbellsville, - - -	75 96	Hopper's Tanyard, - - -	3 10	Olympian Springs, - - -	2 52
Cane Springs, - - -	1 97	Horse-shoe Bottom, - - -	5 13	Overton, - - -	19 87
Canton, - - -	52 92	Hudsonville, - - -	5 03	Owensborough, - - -	246 64
Carlisle, - - -	193 10	Hugh's, - - -	4 70	Owentown, - - -	40 08
Carlow, - - -	4 76	Indian town, - - -	3 32	Owingsville, - - -	122 97
Carter's Store, - - -	12 40	Irvine, - - -	60 38	Paducah, - - -	24 57
Carthage, - - -	10 53	Isberville, - - -	38 63	Paint Creek, - - -	7 84
Catlettsburg, - - -	37 09	Jackson, - - -	1 45	Paris, - - -	1,078 51
Centreville, - - -	28 34	Jacksonville, - - -	29 90	Patrick's Salt Works, - - -	4 28
Cerulean Springs, - - -	40 60	Jamestown, - - -	48 92	Perry Court-house, - - -	9 48
Chilesburg, - - -	91 41	Jefferson, - - -	44 46	Perryville, - - -	80 01
Choctaw Academy, - - -	41 02	Johnson's, - - -	14 00	Petersburg, - - -	24 21
Christiansburg, - - -	12 31	Jones, - - -	81	Peter's Creek, - - -	3 30
Clay Village, - - -	34 97	Kelleyville, - - -	18	Pike Court-house, - - -	18 77
Claysville, - - -	16 32	Kennedy's, - - -	6 04	Pikeville, - - -	3 74
Clintonville, - - -	33 75	Kendall's, - - -	8 77	Plain Dealing, - - -	11 33
Cloverport, - - -	46 47	Kinniconick, - - -	2 84	Pleasureville, - - -	10 26
Colbyville, - - -	1 58	Lafayetteville, - - -	1 49	Poplar Plains, - - -	50 65
Collier's Mills, - - -	1 88	La Grange, - - -	33 50	Port William, - - -	63 87
Colon, - - -	2 23	Lampton's, - - -	3 41	Prestonburg, - - -	41 32
Coleman's, - - -	217 26	Lancaster, - - -	212 34	Prewitt's Knob, - - -	4 56
Columbia, - - -	64 59	Laurencsburg, - - -	171 76	Princeton, - - -	337 24
Conner's, - - -	22 26	Laynesville, - - -	5 32	Providence, - - -	14 43
Connorsville, - - -	19 97	Lebanon, - - -	169 82	Raleigh, - - -	2 63
Cook's Store, - - -	6 00	Leesburg, - - -	47 10	Redbird, - - -	14
Corneliusville, - - -	12 88	Lewis Court-house, - - -	21 29	Red River Works, - - -	13 66
Covington, - - -	78 46	Lexington, - - -	4,218 59	Richmond, - - -	582 42
Crab Orchard, - - -	59 68	Liberty, - - -	52 04	Roberts's Store, - - -	8 05
Crawford, - - -	10 71	Licking Forge, - - -	13 01	Rock Shoal, - - -	5 41
Creelsborough, - - -	17 47	Lindsey's Mills, - - -	11 45	Rocky Hill, - - -	17 59
Cumberland Ford, - - -	8 57	Litchfield, - - -	55 52	Rocky Ridge, - - -	6 11
Cynthiana, - - -	347 91	Little Sandy Saline, - - -	16 88	Ruddler's Mills, - - -	29 83
Cypress, - - -	6 05	Little York, - - -	13 84	Russellville, - - -	646 60
Danville, - - -	685 98	Long Falls Creek, - - -	1 27	Salem, - - -	144 28
Donnerale, - - -	17 70	Long Lick, - - -	3 93	Salvisa, - - -	62 01
Dripping Springs, - - -	11 57	Louisa, - - -	54 20	Sanders, - - -	8 96
Dry Creek, - - -	30 50	Louisville, - - -	5,005 81	Saunders, - - -	1 44
Dry Ridge, - - -	5 70	Lower Blue Lick, - - -	46 48	Scottsville, - - -	123 58
Eddyville, - - -	70 50	Lynn Camp, - - -	4 44	Seyern Creek, - - -	3
Edmonton, - - -	29 02	McGray's, - - -	1 04	Sexton's Creek, - - -	30 12
Elizabethtown, - - -	279 37	McNary's, - - -	2 49	Sharpsburg, - - -	94 59
Elkhorn, - - -	4 53	Madisonville, - - -	81 29	Shelbyville, - - -	754 27
Elkon, - - -	290 43	Manchester, - - -	55 07	Shepherdsville, - - -	100 35
Elliot's Cross Roads, - - -	25 19	Marrowbone, - - -	7 01	Sherburne Mills, - - -	37 24
Everitt's House, - - -	20 51	Martinsburg, - - -	5 24	Shippingport, - - -	78 82
Fairfield, - - -	16 08	Martinsville, - - -	7 87	Silver Creek, - - -	10 31
Falmouth, - - -	65 54	Maxville, - - -	9 39	Simpsonville, - - -	56 64
Felician, - - -	18 21	Mayfield, - - -	18 74	Sinking Creek, - - -	13 06
Flagg Springs, - - -	4 38	May's Lick, - - -	204 32	Smithland, - - -	128 95
Flat Creek, - - -	1 60	Middletown, - - -	86 80	Smith's Grove, - - -	10 82
Flat Lick, - - -	28 41	Midway, - - -	13 81	Smith's Mills, - - -	6 51
Flat Rock, - - -	17 13	Milfersburg, - - -	161 39	Somerset, - - -	120 69
Flemingsburg, - - -	374 82	Miller's Creek, - - -	1 14	South Union, - - -	39 40
Floydsburg, - - -	37 05	Miller's Inn, - - -	11 71	Springfield, - - -	232 07
Fountain Mills, - - -	37 39	Millerstown, - - -	4 69	Stanford, - - -	121 54
Frankfort, - - -	1,716 59	Mill Springs, - - -	17 57	Station Camp, - - -	1 35
				Stephensport, - - -	14 71

KENTUCKY—Continued.

Sulphur Springs, -	-	\$1 39	Versailles, -	-	\$678 19	Williams's, -	-	\$1 47
Summersville, -	-	16 18	Visalia, -	-	4 07	Williamston, -	-	19 72
Taylorsville, -	-	109 77	Wadesborough, -	-	89 71	Wilmington, -	-	17 54
Three Forks, -	-	16 10	Wallace's Warehouse, -	-	13	Wilson's Creek, -	-	1 86
Tompkinsville, -	-	103 45	Washington, -	-	238 78	Winchester, -	-	491 73
Trenton, -	-	81 87	Waynesborough, -	-	2 90	Warthington, -	-	9 42
Trimble's Iron Works, -	-	25 32	West Liberty, -	-	21 90	Yocum's, -	-	3 92
Triplet, -	-	6 45	West Point, -	-	44 70			
Turkey Foot, -	-	7 91	Westport, -	-	72 86	Total of Kentucky, -	-	\$33,190 55
Upper Blue Lick, -	-	1 30	Wildon's Creek, -	-	90			
Vanceburg, -	-	35 29	Williamsburg, -	-	34 52			

TENNESSEE.

Abbott's Mills, -	-	\$0 17	Denmark, -	-	\$193 25	Lancaster, -	-	\$32 78
Alexandria, -	-	81 02	Dixon's Springs, -	-	97 42	Laurel Furnace, -	-	10 57
Anderson's, -	-	2 42	Dohertyville, -	-	2 48	Laurenceburg, -	-	127 28
Athens, -	-	257 60	Dougherty's, -	-	53 15	Lebanon, -	-	462 94
Batson, -	-	2 44	Dover, -	-	90 27	Leesburg, -	-	47 23
Bean's Station, -	-	58 59	Dresden, -	-	155 89	Lee Valley, -	-	1 60
Beach Grove, -	-	62 26	Dugger's, -	-	3 53	Lenoir's, -	-	23 04
Beach Hill, -	-	31 88	Duncan's, -	-	6 03	Lexington, -	-	178 49
Beech Plains, -	-	74 17	Durhamville, -	-	19 81	Liberty, -	-	61 07
Belknap's, -	-	1 05	Dyersburg, -	-	115 22	Lindseyville, -	-	1 86
Bellborough, -	-	2 80	East Liberty, -	-	4 26	Locust Shade, -	-	10 59
Belleville, -	-	9 64	Effingham, -	-	28 12	Long Hollow, -	-	5 11
Big Creek, -	-	37 60	Elizabethtown, -	-	77 43	Louisville, -	-	7 84
Blair's Cross Roads, -	-	45 37	Elkridge, -	-	33 70	Lowe's, -	-	25 95
Blair's Ferry, -	-	15 79	Elkton, -	-	160 02	Lynchburg, -	-	37 48
Bledsoe's Lick, -	-	1 36	Emery Iron Works, -	-	5 89	Lynn Creek, -	-	30 90
Blountsville, -	-	166 91	Evans's Cross Roads, -	-	4 93	McAllister's Cross Roads, -	-	51 81
Bolivar, -	-	530 43	Farmington, -	-	102 36	McCreary's, -	-	20 53
Bowling Green, -	-	1 58	Fayette Corner, -	-	12 79	McLean's Mills, -	-	21 93
Boyd's Creek, -	-	17 66	Fayetteville, -	-	550 54	McLeansville, -	-	23
Bradshaw's, -	-	9 21	Fleming's, -	-	4 00	McMinnville, -	-	266 17
Bratton's, -	-	14 23	Fort Blount, -	-	6 69	Macon, -	-	5 04
Brookhill, -	-	20 71	Fountain of Health, -	-	42 32	Madisonville, -	-	30 46
Brownham, -	-	93	Fountain Head, -	-	6 55	Mansker's Creek, -	-	32 59
Brownsville, -	-	296 66	Franklin, -	-	954 08	Martial's Ferry, -	-	10 44
Brunson's, -	-	4 77	Fredonia, -	-	10 33	Marysville, -	-	244 89
Bryan's, -	-	25	Fulton, -	-	6 97	Mecklinburg, -	-	6 11
Cain's Fork, -	-	42 90	Gainesborough, -	-	68 25	Meigsville, -	-	8 39
Cairo, -	-	164 17	Gallatin, -	-	573 60	Memphis, -	-	532 57
Caledonia, -	-	25 50	Goodfield, -	-	17 65	Middleburg, -	-	70 95
Calhoun, -	-	63 30	Good Spring, -	-	10 03	Mifflin, -	-	49 11
Campbell's Station, -	-	55 29	Gordonsville, -	-	27 33	Milton, -	-	16 16
Campbellsville, -	-	1 49	Green Garden, -	-	30 37	Monroe, -	-	115 15
Cane Creek, -	-	16 68	Green Tree Grove, -	-	6 50	Montgomery, -	-	22 88
Carrollville, -	-	43 04	Greenville, -	-	268 17	Mooreville, -	-	25 74
Carthage, -	-	240 83	Greenville College, -	-	5 72	Morgan Court-house, -	-	20 61
Cedar Grove, -	-	20 50	Hamlet's, -	-	2 79	Morgantown, -	-	17 63
Cedar Spring, -	-	19 88	Hamilton Court-house, -	-	24 27	Morrison's Cross Roads, -	-	3 33
Celina, -	-	3 62	Hardeman's Cross Roads, -	-	37 42	Moscow, -	-	12 79
Centreville, -	-	87 07	Harpeth, -	-	75 69	Mossy Creek, -	-	17 49
Chapel Hill, -	-	15 32	Harrisburg, -	-	47 12	Mount Airy, -	-	10 15
Charlotte, -	-	200 01	Hartfield, -	-	87	Mount Comfort, -	-	61 88
Cheek's Cross Roads, -	-	47 11	Hartsville, -	-	178 21	Mount Henry, -	-	8 15
Checksville, -	-	1 76	Hayne's, -	-	6 41	Mount Pinson, -	-	58 20
Chesnut Grove, -	-	3 05	Hendersonville, -	-	55 12	Mount Pisgah, -	-	3 26
Chilhowee, -	-	5 93	Henry's Cross Roads, -	-	14 11	Mount Pleasant, -	-	237 82
Chota, -	-	20 80	Hickory Creek, -	-	24 73	Mount Reserve, -	-	27 22
Christiansville, -	-	36 75	Hightower's Store, -	-	6 19	Mount Richardson, -	-	16 30
Chucky Hend, -	-	32 64	Hilham, -	-	24 09	Mount View, -	-	21 23
Chunn's Store, -	-	13 22	Hillsborough, -	-	54 02	Mouth of Sandy, -	-	21 70
Civil Order, -	-	41 18	Hilton's, -	-	7 46	Mouth of Tellico, -	-	22 47
Clarksville, -	-	603 96	Holt's Store, -	-	16 24	Mulberry, -	-	31 83
Clear Creek, -	-	45 45	Humphrey's Mills, -	-	56	Mulberry Gap, -	-	3 00
Clinch Dale, -	-	52	Huntingdon, -	-	285 56	Mulloy's, -	-	30 93
Clinton, -	-	59 72	Hurt's Cross Roads, -	-	32 08	Murfreesborough, -	-	780 91
Clover Creek, -	-	37 19	Ison's Store, -	-	14 07	Nashville, -	-	3,465 72
Clover Hill, -	-	11 99	Jackson, -	-	654 86	New Canton, -	-	10 07
Cobb's, -	-	6 95	Jacksonborough, -	-	71 69	New Hope, -	-	16 46
Cold Spring, -	-	3 45	Jamestown, -	-	23 85	New Market, -	-	69 66
Columbia, -	-	1,143 17	Jasper, -	-	101 21	Newport, -	-	84 66
Columbus, -	-	52 20	Jefferson, -	-	151 93	Nine Mile Creek, -	-	6 44
Connesauga, -	-	8 02	Johnsville, -	-	1 61	Noah's Fork, -	-	18 02
Cool Spring, -	-	17 22	Jonesborough, -	-	284 74	Nolachucky, -	-	2 39
Cotton Grove, -	-	58 51	Joslin's, -	-	51	Nolensville, -	-	62 38
Covington, -	-	321 66	Joyner's, -	-	1 09	Oak Grove, -	-	5 43
Cross Plains, -	-	21 91	Keller's Ferry, -	-	1 86	Oliver's, -	-	19 03
Cross Roads, -	-	65 24	Kellyville, -	-	48	Pactolus, -	-	10 90
Cullen, -	-	17 87	Kercheval's, -	-	62	Page's Mill, -	-	27 70
Daly's, -	-	6 19	Kingsport, -	-	171 38	Point Rock, -	-	25
Dandridge, -	-	120 52	Kingston, -	-	211 02	Palmyra, -	-	63 42
Danville, -	-	49 89	Knox's, -	-	79	Paperville, -	-	21 48
Davis's Mill, -	-	24 73	Knoxville, -	-	529 44	Paris, -	-	610 56
Deep Spring, -	-	13 68	Kuykendall's Mills, -	-	14	Perry's, -	-	39 84
Delphi, -	-	8 50	La Grange, -	-	107 36	Perryssville, -	-	100 08

TENNESSEE—Continued.

Philadelphia, - - -	\$78 14	Salem, - - -	\$123 31	Troy, - - -	\$104 96
Pigeon Roost, - - -	11 28	Savannah, - - -	116 92	Turnersville, - - -	35 74
Pikeville, - - -	119 86	Searcey's, - - -	21 89	Tyree's Springs, - - -	35 05
Piney River, - - -	2 40	Sevier Court-house, - - -	51 64	Union, - - -	2 54
Pleasant Exchange, - - -	60 35	Shannonsville, - - -	27 10	Unita, - - -	12 60
Pleasant Grove, - - -	17 88	Shelbyville, - - -	565 01	Valleystown, - - -	8 23
Pleasant Plains, - - -	18 07	Shown's Cross Roads, - - -	15 07	Vernon, - - -	39 27
Pleasant View, - - -	8 48	Sinking Cane, - - -	5 14	Warnersville, - - -	3 61
Point Centre, - - -	10 22	Smithfield, - - -	2 24	Warrensburg, - - -	27 99
Pond Creek, - - -	8	Smith's Cross Roads, - - -	16 19	Washington, - - -	109 28
Port Royal, - - -	54 71	Smithville, - - -	27 00	Waynesborough, - - -	77 67
Prestonville, - - -	27 24	Somerville, - - -	389 80	Wesley, - - -	42 65
Princeton, - - -	4 91	Sparta, - - -	291 41	White Oak, - - -	5 02
Pulaski, - - -	380 57	Speedwell, - - -	17 73	White Plains, - - -	12 93
Purdy, - - -	124 16	Spring Creek, - - -	44 64	Whiting, - - -	17 91
Raleigh, - - -	53 77	Springfield, - - -	171 08	Williamsport, - - -	64 48
Randolph, - - -	139 97	Spring Hill, - - -	83 36	Williams's, - - -	2 94
Readyville, - - -	69 37	Spring Mount, - - -	25 19	Willingham's, - - -	37
Red Bridge, - - -	22 32	Statesville, - - -	79 30	Wilson's, - - -	3 94
Reynoldsburgh, - - -	127 27	Stone Fort, - - -	4 00	Winchester, - - -	531 82
Rhetown, - - -	31 76	Surgeonsville, - - -	44 98	Wolf River, - - -	90 05
Richland Grove, - - -	6 95	Tazewell, - - -	128 58	Wood's, - - -	5 49
Robertson's Fork, - - -	79 51	Tellico, - - -	63 10	Wood's Ferry, - - -	53
Rockville, - - -	4 01	Tellico Plains, - - -	15 60	Wood's Store, - - -	24 76
Rocky Springs, - - -	27 98	Ten Mile Stand, - - -	8 77	Yellow Creek Furnace, - - -	10 86
Rogersville, - - -	214 61	Tennessee Iron Works, - - -	14 03		
Ross's, - - -	1 76	Totten's Wells, - - -	5 25		
Round Lick, - - -	62 59	Trenton, - - -	243 56		
Rutledge, - - -	91 37	Trousdale, - - -	6 22		
				Total of Tennessee, - - -	\$26,995 08

ALABAMA.

Allentown, - - -	\$8 08	Fayette Court-house, - - -	\$84 33	New Market, - - -	\$47 99
Ashville, - - -	136 97	Flint Mills, - - -	19 69	Orange Grove, - - -	6 59
Athens, - - -	528 46	Florence, - - -	1,295 51	Oak Grove, - - -	9 64
Bainbridge, - - -	38 34	Gandy's Cove, - - -	54	Paint Rock, - - -	11 01
Barron's, - - -	58 29	Gayville, - - -	9 91	Palestine, - - -	14 85
Barton's, - - -	13 06	Green's, - - -	5 75	Perry Court-house, - - -	261 56
Bellefonte, - - -	214 55	Greensborough, - - -	623 62	Pickens Court-house, - - -	163 20
Bellevue, - - -	84 15	Greenville, - - -	141 07	Pike Court-house, - - -	110 52
Bell's Landings, - - -	18 10	Grove Hill, - - -	34 06	Pikeville, - - -	96 41
Bennington, - - -	20 11	Halbert's, - - -	21 21	Pineville, - - -	5 92
Big Swamp, - - -	56 93	Harpersville, - - -	42 86	Pintlala, - - -	34 49
Black's Bluff, - - -	34 91	Havana, - - -	136 85	Pleasant Grove, - - -	10 08
Blakely, - - -	66 79	Hazlegreen, - - -	114 63	Pleasant Ridge, - - -	14 82
Blountsville, - - -	93 26	Hemphill, - - -	31 45	Pleasant Valley, - - -	31 48
Boyle's, - - -	84 36	Honey Hill, - - -	14 39	Portland, - - -	81 36
Brooklyn, - - -	39 17	Hope, - - -	19 40	Prairie Hill, - - -	9 04
Brownsborough, - - -	57 98	Houston's Store, - - -	38 66	Rogersville, - - -	48 59
Brown's Ferry, - - -	25 26	Huntsville, - - -	1,335 10	Russellville, - - -	331 18
Brown's Cove, - - -	4	Independence, - - -	46 05	Saint Stephen's, - - -	154 76
Bucksville, - - -	29 09	Irvine's Store, - - -	23 80	Sanders's, - - -	25 49
Burnt Corn Springs, - - -	82 60	Jackson, - - -	116 97	Selma, - - -	618 48
Burrow's Old Store, - - -	13 61	Johnson's Mills, - - -	8 70	Shelbyville, - - -	17 49
Cahaba, - - -	364 64	Jonesborough, - - -	68 93	Shiloh, - - -	5 69
Campbell's Store, - - -	32 05	La Grange, - - -	123 65	Smith's Store, - - -	49 74
Canton, - - -	201 73	Leaman's Store, - - -	15 02	Somerville, - - -	184 56
Carthage, - - -	66 56	Leightown, - - -	76 35	South Furnace, - - -	239 91
Cedar Grove, - - -	10 86	Linden, - - -	174 30	Sparta, - - -	183 67
Centreville, - - -	121 25	Loch Ranza, - - -	96 41	Springfield, - - -	258 85
Church Hill, - - -	109 56	Lott's Bridge, - - -	25	Suggsaw, - - -	162 06
Claiborne, - - -	599 00	Louisville, - - -	91 75	Tensaw, - - -	21 80
Clarksville, - - -	60 65	Lower Peach Tree, - - -	30 11	Town Creek Mills, - - -	31 57
Clinton, - - -	146 85	Manningham, - - -	5 40	Triana, - - -	220 32
Coffeeville, - - -	91 51	Maplesville, - - -	56 63	Tuscumbia, - - -	826 47
Columbia, - - -	82 02	Marr's, - - -	41	Tuscaloosa, - - -	31 76
Columbiana, - - -	25 36	Masonville, - - -	14 34	Upper Peach Tree, - - -	21 56
Coosada, - - -	85 64	Mechanic's Grove, - - -	7 63	Vernon, - - -	146 49
Cornish's, - - -	16 77	Meridianville, - - -	74 35	Vienna, - - -	47 67
Cotton Port, - - -	11 69	Middletown, - - -	5 03	Village Springs, - - -	12 15
Courtland, - - -	678 15	Mobile, - - -	5,528 64	Walker Court-house, - - -	21 46
Creek Path, - - -	8 39	Montevallo, - - -	109 32	Washington, - - -	297 43
Daleton, - - -	139 72	Montezuma, - - -	41 09	Waterloo, - - -	20 90
Danbridge, - - -	6 90	Montgomery, - - -	332 03	White Hall, - - -	71 72
Decatur, - - -	174 06	Mooreville, - - -	293 01	Whitesburgh, - - -	82 81
Demopolis, - - -	174 88	Moulton, - - -	329 19	Wigginsville, - - -	10 39
Dodsonville, - - -	3 67	Mount Hope, - - -	22 88	Williamston, - - -	32 21
Doyal's Mills, - - -	51 64	Mount Meigs, - - -	176 78	Womack's, - - -	29 81
Elyton, - - -	137 12	Mount Pleasant, - - -	63 67	Woodville, - - -	17 94
Eric, - - -	328 67	Mount Vernon, - - -	37 37		
Ernest's Store, - - -	55 39	Mulberry Creek, - - -	125 58		
				Total of Alabama, - - -	\$22,687 61

MISSISSIPPI.

Adam's Old Court-house, - - -	\$23 06	Beattie's Bluff, - - -	\$97 79	Bogue Chitto, - - -	\$13 68
Ard's Bluff, - - -	3 80	Belmont, - - -	11 49	Cayuga, - - -	34 75
Augusta, - - -	61 63	Benton, - - -	30 90	Centreville, - - -	94 33

MISSISSIPPI—Continued.

China Grove, -	\$28 43	Leakesville, -	\$27 51	Portersville, -	\$17 80
Choctaw Agency, -	27 72	Lewisville, -	7 97	Port Gibson, -	1,451 06
Clinton, -	120 70	Liberty, -	277 74	Prattsburg, -	1 76
Cold Spring, -	5 45	Livingston, -	8 18	Quincy, -	51 62
Columbia, -	121 12	Lott's Mills, -	41 11	Rankin, -	83 23
Columbus, -	223 69	McCall's Creek, -	10 14	Raymond, -	79 84
Cotton Gin Port, -	109 49	McManus, -	14 89	Red Bluff, -	38 57
Oottonville, -	11 65	Madisonville, -	19 78	Rocky Springs, -	49 23
Doak's Stand, -	30 65	Malcolm, -	34 71	Rodney, -	452 79
Ellisville, -	16 87	Meadville, -	134 87	Rose Hill, -	31 40
Fairfield, -	9 04	Meridian Spring, -	40 47	Shieldsborough, -	20 96
Fayette, -	180 25	Monroe, -	34 84	Smith Dale, -	24 95
Fordsville, -	15 60	Montalban, -	14 03	Spring Cottage, -	4 14
Fort Adams, -	144 69	Monticello, -	302 48	Stein's Creek, -	2 93
Fulhamptown, -	12 98	Mount Carmel, -	45 77	Sumner's Church, -	4 17
Gallatin, -	183 21	Mount Olympus, -	49 89	Twin Bluffs, -	18 85
Georgetown, -	19 33	Mount Pleasant, -	68 90	Vernon, -	82 48
Georgeville, -	64 54	Mount Salus, -	178 71	Vicksburgh, -	899 78
Good's Tan Yard, -	13 69	Mount Vernon, -	3 84	Vienna, -	1 28
Grand Gulf, -	30 88	Mount Washington, -	6 07	Warrentown, -	202 13
Greenville, -	133 49	Mount Zion, -	65 23	Washington, -	427 34
Hamilton, -	141 25	Natchez, -	2,819 81	Westville, -	63 15
Hanan's Bluff, -	12 55	New Mexico, -	53 94	White Sand, -	27 76
Holmesville, -	183 26	Nicholson's, -	16 85	Williamsburg, -	22 82
Jackson, -	311 01	Oaktonic, -	13 57	Winchester, -	130 94
Jackson Court-house, -	14 06	Pascagoula, -	8 63	Woodville, -	1,324 07
Jaynesville, -	44 35	Pearlington, -	25 65	Yazoo Old Court-house, -	13 32
Kellerton, -	2 08	Percey's Creek, -	22 14		
Kingston, -	56 06	Pinckneyville, -	264 60		
Leaf River, -	8 87	Pleasant Hill, -	1 48		
				Total of Mississippi, -	\$12,788 56

LOUISIANA.

Alexandria, -	\$730 31	Dutch Settlement, -	\$78 45	Natchitoches, -	\$452 82
Allen's Settlement, -	41 48	Dysonville, -	19	New Iberia, -	203 99
Amite, -	7 23	Franklin, -	550 67	New Orleans, -	22,461 63
Assumption, -	86 01	Franklinton, -	24 60	Opelousas, -	750 39
Bartholomew, -	1 15	Hamilton, -	1 34	Petite Coquille, -	30 54
Baton Rouge, -	1,307 85	Harrisonburgh, -	123 30	Plaquemine, -	188 34
Bayou Chicot, -	35 31	Iberville, -	140 71	Point Coupee, -	41 06
Bringiers, -	268 40	Isle Breuille, -	33 70	Richland Hill, -	73 62
Caldwell's, -	11 47	Jackson, -	309 66	Russellville, -	6 93
Cantonment Jesup, -	124 64	Jacksonville Springs, -	6 42	Saint Francisville, -	1,425 55
Cheneyville, -	183 48	Lake Providence, -	55 06	Saint Helena, -	18 58
Clinton, -	198 48	Laurel Hill, -	127 00	Saint Martinsville, -	529 76
Cloutiersville, -	23 13	Madisonville, -	70 92	Springfield, -	20 27
Collinsworth Parish, -	18 79	Manacach, -	46 74	Thibadeauxville, -	331 80
Coquille, -	48 73	Marburyville, -	6 70	Vermilionville, -	188 01
Cotile, -	26 34	Marksville, -	50 92	Westville, -	84
Covington, -	144 78	Monroe, -	326 92	Woodward's Store, -	2 84
Crow's Crossings, -	48 72	Mount Pleasant, -	19 12		
Donaldsonville, -	510 43	Mount Willing, -	40 29	Total of Louisiana, -	\$34,454 41

MICHIGAN TERRITORY.

Adrian, -	\$58 57	Hantramack, -	\$2 24	Port Lawrence, -	\$20 26
Ann Arbor, -	160 40	Indian Village, -	15 76	Prairie du Chien, -	13 71
Atkinson, -	41	Jonesville, -	2 05	Raisinville, -	10 45
Auburn, -	19 14	Kedzie's Grove, -	3 65	Ray, -	7 75
Bay Settlement, -	7 52	La Grange, -	5 13	Rochester, -	20 82
Blissfield, -	6 28	Lima, -	10 11	Royal Oak, -	9 15
Bloomfield, -	60 89	Lodi, -	15 21	Saint Clair, -	29 65
Borodino, -	17 89	Mackinac, -	180 40	Saint Joseph's, -	24 17
Brownstown, -	15 20	Millville, -	21 62	Saline, -	12 90
Bucklin, -	11 08	Mineral Point, -	2 56	Saranac, -	4 27
Cassville, -	10 27	Monguagon, -	16 38	Sault de St. Marie, -	84 24
Cottrellville, -	6 24	Monroe, -	248 13	Sherman, -	1 40
Detroit, -	940 82	Mount Clemens, -	24 17	Stony Creek, -	26 67
Dexter, -	57	Niles, -	67 09	Shelby, -	14 50
Dixburgh, -	23 82	Oakland, -	15 37	Tecumseh, -	99 99
Ecorce, -	35	Plainfield, -	9 94	Troy, -	23 79
Edwardsburg, -	9 59	Platteville, -	2 26	Washington, -	15 59
Farmington, -	53 76	Pocagon, -	4 44	West Farmington, -	5 99
Fort Gratiot, -	124 34	Plymouth, -	39 52	Ypsilanti, -	113 97
Franklin, -	14 37	Poguatigue, -	54 52		
Green Bay, -	89 48	Pontiac, -	83 92	Total of Michigan Territory, -	\$2,994 73

ARKANSAS TERRITORY.

Arkansas, -	\$50 53	Clark Court-house, -	\$18 00	Cosetot, -	\$7 12
Batesville, -	114 54*	Clark's Salt Works, -	83	Crawford Court-house, -	80 37
Cane Creek, -	8 28	Columbia, -	1 31	Crystal Spring, -	4 15
Cantonment Gibson, -	281 86	Conway, -	11 84	Davidsonville, -	30 31

ARKANSAS TERRITORY—Continued.

Dwight, - - -	\$31 30	Little Rock, - - -	\$248 24	Pleasant Hill, - - -	\$49 06
Fayetteville, - - -	12 18	Lost Prairie, - - -	10 21	Saint Francis, - - -	52 24
Greenock, - - -	13 99	Marion, - - -	15 99	Tekataka, - - -	10 23
Helena, - - -	94 03	Miller Court-house, - - -	23 81	Villemont, - - -	47 74
Hempstead Court-house, - - -	71 96	Mouth of Cache, - - -	20 56	Vineyard, - - -	11 37
Hix's Ferry, - - -	6 25	Mouth of White River, - - -	26 78		
Izard Court-house, - - -	18 72	Nicksville, - - -	7 73	Total of Arkansas Territory, \$1,425 72	
Jackson, - - -	8 98	Peconery, - - -	11 70		
Lafayette Court-house, - - -	6 97	Pine Bluff, - - -	16 54		

FLORIDA TERRITORY.

Alaqua, - - -	\$37 45	Lipona, - - -	\$59 88	Salubrity, - - -	\$31 80
Almirante, - - -	15 58	Magnolia, - - -	213 26	Seminole Agency, - - -	109 41
Aspalaga, - - -	90 76	Mariana, - - -	192 71	Spring Grove, - - -	5 66
Campbellton, - - -	6 34	Monticello, - - -	102 69	Tallahassee, - - -	1,174 61
Dell's, - - -	32 31	Mount Vernon, - - -	55 19	Tuscanilla, - - -	46 48
Escambia, - - -	10 94	Pensacola, - - -	1,350 99	Wankeenah, - - -	41 06
Fernandina, - - -	50 01	Quincy, - - -	296 88	Wanton, - - -	23 50
Fort George, - - -	7 29	Rocky Comfort, - - -	105 09	Webbville, - - -	258 78
Holmes's Valley, - - -	55 19	Saint Augustine, - - -	817 94	Whitesville, - - -	13 56
Jacksonville, - - -	184 80	Saint John's Bluff, - - -	22 90		
Key West, - - -	47 83	Saint Mark's, - - -	19 92	Total of Florida Territory, \$5,480 81	

RECAPITULATION.

Maine, - - -	\$31,922 83	Maryland, - - -	\$65,977 39	Kentucky, - - -	\$35,190 55
New Hampshire, - - -	16,338 82	District of Columbia, - - -	13,979 98	Tennessee, - - -	26,995 08
Vermont, - - -	17,663 72	Virginia, - - -	79,262 91	Alabama, - - -	22,687 61
Massachusetts, - - -	113,584 25	North Carolina, - - -	28,609 64	Mississippi, - - -	12,788 56
Rhode Island, - - -	15,393 29	South Carolina, - - -	46,156 82	Louisiana, - - -	34,454 41
Connecticut, - - -	35,818 15	Georgia, - - -	50,987 66	Michigan Territory, - - -	2,994 73
New York, - - -	290,843 35	Ohio, - - -	50,535 25	Arkansas Territory, - - -	1,425 72
New Jersey, - - -	20,767 56	Indiana, - - -	9,609 67	Florida Territory, - - -	5,480 81
Pennsylvania, - - -	169,814 45	Illinois, - - -	5,741 19		
Delaware, - - -	5,197 16	Missouri, - - -	10,813 37	Grand total, - - -	\$1,219,034 93

GENERAL POST OFFICE DEPARTMENT, *February 26, 1831.*

W. T. BARRY.

[21st CONGRESS.]

No. 106.

[2d SESSION.]

RECEIPTS AND EXPENDITURES TO APRIL 1, 1829.

COMMUNICATED TO THE SENATE, MARCH 1, 1831.

SIR:

POST OFFICE DEPARTMENT, *February 26, 1831.*

In pursuance of the resolution of the Senate passed the 14th May, 1830, I have the honor to report:

"The amount of postage received from the establishment of the Department to the 1st day of April, 1829," was	- - - - -	\$26,001,793 38
"The sums paid during that period" were—		
"As compensation to postmasters,"	- - - - -	\$7,687,010 01
"For incidental expenses,"	- - - - -	874,873 95
"For transporting the mail,"	- - - - -	15,745,967 64
		24,307,851 60
Leaving an aggregate amount of revenue of	- - - - -	1,693,941 78
From which deducting—		
Amount of the several payments into the Treasury from 1789 to the 1st April, 1829,	- - - - -	\$1,103,063 42
Amount of losses in the transmission of moneys during the same period,	- - - - -	17,548 00
		1,120,411 42
Leaves "the balance then due to the Department"	- - - - -	\$573,530 36
Which balance consisted of—		
Cash deposited in banks (prior to 1st October, 1826,) estimated to be lost,	- - - - -	\$2,445 33
Uncurrent and counterfeit money, since found to have been on hand at that date, (1st April, 1829,)	- - - - -	4,728 12
Amount passed to "account of bad debts,"	- - - - -	51,315 13
Amount due by late postmasters and others, estimated to be bad,	- - - - -	255,209 37
Amount due by postmasters, &c., estimated as available,	- - - - -	126,250 61
And of cash on hand,	- - - - -	133,581 80
		\$573,530 36

To exhibit "the balance due to the Department on the 1st October, 1829, distinguishing as above," I have the honor to report:

The amount of postages received from 1789 to the 1st October, 1829, was	-	-	-	\$26,889,005 40
The sums paid during that period were—				
As compensation to postmasters,	-	-	-	\$7,974,073 49
For incidental expenses,	-	-	-	902,662 93
For transporting the mail,	-	-	-	16,369,665 07
				<u>35,246,400 49</u>
Leaving an aggregate amount of revenue of	-	-	-	\$1,642,604 91
From which deducting—				
Amount of the several payments into the Treasury from 1789 to 1st October, 1829,	-	-	-	\$1,103,063 42
Amount of losses in the transmission of moneys during the same period,	-	-	-	17,348 00
				<u>1,120,411 42</u>
Leaves the balance due to the Department, 1st October, 1829,	-	-	-	<u>522,193 49</u>
Which balance consisted of—				
Cash deposited in banks (prior to 1st October, 1826,) estimated to be lost,	-	-	-	\$2,445 33
Uncurrent and counterfeit money on hand,	-	-	-	4,728 12
Amount passed to account of bad debts,	-	-	-	51,910 77
Amount due by late postmasters and others, estimated to be bad,	-	-	-	254,613 73
Amount due by postmasters, &c., estimated to be available,	-	-	-	92,856 70
And of cash on hand,	-	-	-	115,638 64
				<u>\$522,193 49</u>

The "ascertained amount of bad debts" is stated above; but not, as the resolution purports, "carried to the account of profit and loss," there being no authority in the Department to pass the debts of postmasters or others to such an account, unless provision be made by the National Legislature.

Respectfully submitted.

W. T. BARRY.

Hon. JOHN C. CALHOUN, *Vice President, and President of the Senate U. S.*

21st CONGRESS.]

No. 107.

[2d Session.]

CLAIM FOR MAKING THE POST ROAD FROM MOBILE TO PASCAGOULA.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 1, 1831.

Mr. CONNER, from the Committee on the Post Office and Post Roads, to whom was referred the petition of Jeremiah Austill, reported:

That the said Jeremiah Austill sets forth in his petition that, some time in the month of ———, 1828, himself and one Thomas Rhodes proposed to the honorable John McLean, then Postmaster General, to convey, by stages and steamboat, the mail from Mobile, Alabama, to New Orleans, three times a week, by way of Pascagoula, for the sum of \$14,000, on condition that the Government would construct a road from Mobile to Pascagoula, or that they (Austill and Rhodes) would make it for \$4,000, or \$100 per mile, it being about 40 miles distance; and that the proposition was accepted, and they were ordered to get it in readiness with all possible despatch: that in April, 1829, the petitioner, whilst at Pittsburg, for the purpose of contracting for a steamboat, saw advertised proposals for his route, the contract having been taken from them by the Postmaster General, without, as he conceives, just cause; and asks that he be paid for the construction of the road, and that justice be done him.

The first notice taken of this route by Pascagoula, by the Department, is under a resolution of Congress, at the session of 1827–28, authorizing the Postmaster General to cause to be examined the route from Mobile to Pascagoula, and if, in his opinion, it should be the most expedient route to the city of New Orleans, he shall be, and hereby is, vested with full power and authority to adopt that route in lieu of the present: accordingly the Postmaster General requests of the postmaster at New Orleans and the postmaster at Mobile to examine the route, and report to him. They did so; the report was satisfactory to the Department. On the 7th October, 1828, in fifth letter of the correspondence, the Postmaster General accepts the contract at \$14,000, from Mobile to New Orleans, by Pascagoula, but does not mention the road or its construction, and says "a contract will be made out and sent for you to execute:" this letter was addressed to Thomas Rhodes. In the seventh letter, 12th January, 1829, the Postmaster General writes Rhodes that he is informed by the postmaster at New Orleans that the mail due on Sunday did not arrive until Monday, and that a correspondent failure would occur in returning to Mobile. The Postmaster General here notifies Rhodes, if he does not come up to his engagements payment need not be expected; and that, if he cannot keep it sound, it must be committed to other hands.

Letter ninth, February 9, 1829.—The Postmaster General says to Rhodes "that the mail due at New Orleans on Friday, 16th ultimo, did not arrive until the next day, causing a total failure; your pay must be suspended to cover penalties." Letter twelfth, dated February 18, 1829.—Having reference, I presume, to pay for the road, the Postmaster General says to the postmaster at New Orleans: "no such condition as that alleged by Austill has been attached to the contract, nor can be, as the Postmaster General has no authority by law to make such conditions as a part of the contract. The contractors have no claims on the Department but for transportation services; they will be paid accordingly." Letter eighteenth, dated March 20, 1829, shows that the bond and contract were sent on the 12th instant to be executed by Rhodes. Letter twenty-second, April 14, 1829.—The Postmaster General notifies Mr. Rhodes that, as he has not carried into effect his engagements with the Department, he considers it his duty to invite other proposals for the same service. Letter thirtieth, 17th July, 1829.—Postmaster General says to Mr. Rhodes, "that the mail which was confided to you was not carried agreeably to contract, it is believed, in a single instance." It appears by letter forty, Austill to the Postmaster General, dated October 8th, 1828, that he was informed by Mr. Owen, the representative in Congress from Alabama, that the Postmaster General had no authority to contract for the cutting of the road. Mr. Rhodes, the partner, had also been informed that the Department had no such authority. So anxious were they for this contract, that it seems they commenced the opening, and did open, (in what manner is not known,) this road unauthorized. They continued as contractors up to the 30th May, 1829, when they were dismissed, having failed to comply with their contract entirely. The Department expresses a willingness to pay them for the time they did carry the mail.

The committee are unable to perceive that any injustice has been done the petitioner by the Government; they required only a compliance with his engagement and contract: this they failed to do. They opened this road knowing that the Department had not authority to contract or pay for it, and on their own responsibility; on the contrary, they were expressly told the Department had not; and the strong probability seems, that, in taking the contract at \$14,000, they believed it would cover the expense of the road, as well as other expenses.

Resolved, therefore. That the prayer of the petitioner ought not to be granted.

21st CONGRESS.]

No. 103.

[2d Session.]

EXPENDITURES FOR THE YEAR ENDING JULY 1, 1830.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 3, 1831.

Mr. YANCEY, from the Committee on Expenditures in the Post Office Department, made the following report:

There are two kinds of expenditures of this Department: the one embraces the whole Department, in all its branches, and in all their operations, throughout the Union, such as the expenses of post offices, of compensation to postmasters, of transporting the mail, and procuring apparatus and all other articles incident to the operations of the Department; the other has reference to the General Post Office proper, such as the expenses of fuel, stationary, office furniture, &c. The first of these classes is provided for by the law which establishes the Department, and is defrayed by the collections of postage at the several post offices, which constitutes the revenue of the Department; the second is provided for by the annual appropriation of Congress.

The expenditures of the *first* class are comprehended under three heads: 1. Compensation to postmasters, including the contingent expenses of their offices; 2. Transportation of the mail; and 3. Incidental expenses of the Department.

The expenditures of the Department, under these three heads, for the year ending 1st July, 1830, were—

1. Compensation to postmasters, including the contingent expenses of their offices, (the items under this head are specified and defined by law,)	\$595,234 93
2. Transportation of the mail,	1,274,009 98
3. Incidental expenses of the Department, for the purchase of mail portmanteaus, locks and keys for the mails, advertising mail routes, wrapping paper and twine for all the post offices in the United States, to use in making up mails, printed blanks for accounts of mails sent and received, accounts current, newspaper accounts and post bills, prosecutions of offences against the post office laws, and agencies for detecting depredators, and ascertaining and reporting faults in contractors and postmasters,	63,463 04
Making, together, the sum of	\$1,932,707 95

The expenditures of the *second* class, in the General Post Office proper, are exhibited in the following statement received from the Postmaster General:

SIR:

GENERAL POST OFFICE DEPARTMENT, *February 25, 1831.*

In obedience to the call of the committee, I have the honor to transmit a statement exhibiting the amount paid, and specifying the several items of expenditure, and the names of the persons to whom the payments have been made, for the contingent expenses of this Department, from October 1, 1829, to December 31, 1830.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Hon. JOEL YANCEY, *Chairman of the Committee on Expenditures of Post Office Department.*

Statement of contingent expenses of the General Post Office, showing the sum paid for each particular bill, from October 1, 1829, to December 31, 1830.

1829.							
October 1	James Miles, for stationary,	-	-	-	-	-	\$75 75
2	Charles Durden, laborer,	-	-	-	-	-	20 00
3	William Young, for covering a desk with leather,	-	-	-	-	-	6 00
3	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	12 40
3	R. Burch, watchman,	-	-	-	-	-	51 00
3	Charles Bell, watchman,	-	-	-	-	-	51 00
3	William Johnson, for scavenger's work,	-	-	-	-	-	12 00
7	Charles Polkinhorn, for saddlery,	-	-	-	-	-	21 75
9	William Jackson, for keeping the horse,	-	-	-	-	-	10 00
10	W. A. Bartow & Co., for stationary,	-	-	-	-	-	220 25
14	John Sergeant, for book-binding,	-	-	-	-	-	48 00
19	Waller & Spencer, for pitchers, tumblers, &c.	-	-	-	-	-	7 14
20	Thomas Blagden, balance for fire-wood,	-	-	-	-	-	392 21
21	E. M. P. Darby, for maps,	-	-	-	-	-	33 50
22	Ballard & Co., for Boston Patriot,	-	-	-	-	-	16 00
27	Charles Bell, for sundry small bills paid by him for the office,	-	-	-	-	-	13 83
27	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	18 22
27	William Jackson, for dinners and suppers furnished clerks employed extra hours while opening and deciding on proposals, by order of the Postmaster General,	-	-	-	-	-	76 12
28	Thomas Stanley, for painting and glazing,	-	-	-	-	-	118 08½
29	John Wilkinson, for carpenter's work, tables, cases, repairs, &c.	-	-	-	-	-	123 95½
30	William A. Davis, for stationary,	-	-	-	-	-	58 00
31	George Hicks, for carting,	-	-	-	-	-	25
31	Henry Sengstack, for glazing,	-	-	-	-	-	3 75

STATEMENT—Continued.

1829.									
Nov.	2	R. Patterson, for horse shoeing,	-	-	-	-	-	-	\$3 00
	2	Charles Durden, laborer,	-	-	-	-	-	-	20 00
	4	Osborn & Barnes, for cloth for desk covering,	-	-	-	-	-	-	7 04
	5	George Templeman, for penknives,	-	-	-	-	-	-	7 50
	6	Edward Deeble, for book-binding,	-	-	-	-	-	-	16 00
	14	James Williams, for fire-wood,	-	-	-	-	-	-	61 53½
	14	Samuel C. Boston, for fire-wood,	-	-	-	-	-	-	47 88
	14	Henry Gray, for laboring in removing office furniture,	-	-	-	-	-	-	4 00
	14	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	17	James Clark, for fire-wood,	-	-	-	-	-	-	52 11
	19	Robert Storey, for hauling wood,	-	-	-	-	-	-	9 06½
	19	Henry Gray, for laboring in cellar,	-	-	-	-	-	-	4 50
	21	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	-	35 00
	23	Henry Ault, for tin and sheet iron work,	-	-	-	-	-	-	47 24
	24	Bushey & Deal, for carpenter's work,	-	-	-	-	-	-	20 11½
Dec.	28	M. M. Cole, for two copies of map of Hudson river,	-	-	-	-	-	-	1 50
	1	Charles Durden, laborer,	-	-	-	-	-	-	20 00
	1	William Young, for saddlery,	-	-	-	-	-	-	2 25
	4	Thomas Levering, for one thousand quills,	-	-	-	-	-	-	25 00
	7	Richard Herbert, for scouring rooms, washing windows, &c.	-	-	-	-	-	-	11 75
	16	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	23	William Young, for making leather wood-carriers,	-	-	-	-	-	-	9 00
	23	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	-	20 00
	24	H. V. Hill, for writing table, desk, and case,	-	-	-	-	-	-	53 00
	30	Arthur W. Bell, for cleaning engine-house, &c.	-	-	-	-	-	-	10 62½
	31	Salmon Tryon, for almanacs,	-	-	-	-	-	-	2 25
1830.									
January	1	Charles Durden, laborer,	-	-	-	-	-	-	20 00
	1	William Johnson, for scavenger's work,	-	-	-	-	-	-	12 00
	2	Charles Bell, watchman,	-	-	-	-	-	-	51 00
	2	Remigius Burch, watchman,	-	-	-	-	-	-	51 00
	2	Henry Gray, for laboring, cleaning the yard, &c.	-	-	-	-	-	-	1 68
	5	George Templeman, for books and stationary,	-	-	-	-	-	-	48 75
	5	J. W. Newport, for six reams letter paper,	-	-	-	-	-	-	27 00
	8	Joseph Borrows, for cash paid for washing towels, &c.	-	-	-	-	-	-	21 37½
	13	N. B. Van Zandt, for Encyclopedia Americana,	-	-	-	-	-	-	5 00
	13	S. C. Roszel & Co., for a case for desk,	-	-	-	-	-	-	13 00
	15	William Jackson, for keeping and shoeing the horse,	-	-	-	-	-	-	11 00
	19	E. Lindsley, for hardware,	-	-	-	-	-	-	16 00
	21	Gales & Seaton, for subscription and advertising in National Intelligencer,	-	-	-	-	-	-	16 25
	26	Remigius Burch, for painting cases,	-	-	-	-	-	-	8 00
	26	Richard Wright, for a case and table,	-	-	-	-	-	-	3 75
	27	S. A. Elliot, for almanacs, directories, &c.	-	-	-	-	-	-	16 50
	29	Pishey Thompson, for stationary,	-	-	-	-	-	-	71 43
	30	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	-	30 00
Feb.	1	Henry Ault, for tin and sheet iron work,	-	-	-	-	-	-	41 87
	2	B. Homans, for the Columbian Gazette,	-	-	-	-	-	-	2 92
	2	Robert Wilson, for furniture, chairs, tables, book-case, &c.	-	-	-	-	-	-	313 50
	2	C. Bestor, for pitchers, tumblers, &c.	-	-	-	-	-	-	7 19
	4	S. Snowden, for the Phoenix Gazette,	-	-	-	-	-	-	8 00
	5	Robert Herbert, for laboring,	-	-	-	-	-	-	75
	11	Robert Wilson, for a case, and repairing desk,	-	-	-	-	-	-	20 00
	13	C. Buckingham, for repairing engine, &c.	-	-	-	-	-	-	10 37½
	13	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	16	C. Alexander, for making curtains and carpets, and repairing,	-	-	-	-	-	-	137 47
	19	J. F. Howe & Co., for the Boston Evening Bulletin, two and one-twelfth years,	-	-	-	-	-	-	16 67
March	1	Lynch Wormly, for hire of horse,	-	-	-	-	-	-	7 00
	2	William Ward, for repairing wheelbarrow,	-	-	-	-	-	-	2 00
	2	Robert Herbert, for laboring,	-	-	-	-	-	-	7 50
	8	George Templeman, for law books and stationary,	-	-	-	-	-	-	34 00
	13	Walter Humphries, balance for sawing and piling wood,	-	-	-	-	-	-	18 38
	15	John McDuell, for painting and glazing,	-	-	-	-	-	-	96 77
	15	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	27	Ingle, Lindsley, & Ingle, for hardware,	-	-	-	-	-	-	36 55
	27	Darius Clagett, for carpets, curtains, &c.	-	-	-	-	-	-	698 25
	27	W. A. Bartow & Co., for stationary,	-	-	-	-	-	-	644 75
	27	J. W. Morrell, for an engraving of President Jackson,	-	-	-	-	-	-	2 50
	29	John Dickson, for furniture, tables, desks, &c.	-	-	-	-	-	-	470 25
	30	H. S. Tanner, for a map of the United States,	-	-	-	-	-	-	8 00
April	31	William A. Fennell, for one copy of Webster's Dictionary,	-	-	-	-	-	-	7 00
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	5 00
	1	John Hill, for two baskets,	-	-	-	-	-	-	1 50
	2	William Johnson, for scavenger's work,	-	-	-	-	-	-	12 00
	2	M. Shanks, for two spit-boxes,	-	-	-	-	-	-	2 00
	3	Charles Durden, for extra laboring services,	-	-	-	-	-	-	6 00
	3	John Wilkinson, carpenter, for making and repairing cases, tables, &c.	-	-	-	-	-	-	323 98
	5	William H. Morgan, for five prints of the Presidents, framed,	-	-	-	-	-	-	50 00
	5	John Foy, for planting trees, and gravelling and improving the Post Office grounds,	-	-	-	-	-	-	56 47
	7	E. Prescott, for subscription to the New York Morning Herald,	-	-	-	-	-	-	10 00
	12	J. Elliot, for three copies of the History of the Ten Miles Square,	-	-	-	-	-	-	4 50
	17	W. A. Bartow & Co., for stationary,	-	-	-	-	-	-	199 68
	17	D. Clagett, for green cloth for floor,	-	-	-	-	-	-	7 25
	19	Nathaniel Herbert, for sweeping and taking care of engine-house,	-	-	-	-	-	-	5 00
	21	C. Buckingham, for repairs to engine and hose,	-	-	-	-	-	-	11 50
	23	Thomas H. Batt, for cleaning and oiling six hundred feet of hose,	-	-	-	-	-	-	6 00
	23	John Farmer, for two maps of Michigan,	-	-	-	-	-	-	10 00
	24	George P. Morris, for New York Mirror,	-	-	-	-	-	-	4 00
	26	W. Bartram, for freight of box,	-	-	-	-	-	-	1 62
	29	W. Young, for saddlery,	-	-	-	-	-	-	2 93

STATEMENT—Continued.

1830.									
April	29	John Farmer, for one map of Michigan,	-	-	-	-	-	-	\$5 00
	30	S. J. Browne, for the Emporium and Crisis,	-	-	-	-	-	-	19 25
May	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	3	Thomas T. Barnes, for green cloth for desk cover,	-	-	-	-	-	-	2 62
	4	Thomas Levering, for candles, lampwick, &c.	-	-	-	-	-	-	6 89
	5	Thomas Garner, for shoeing the horse,	-	-	-	-	-	-	1 50
	13	Condy Raguet, for the Banner of the Constitution,	-	-	-	-	-	-	5 00
	15	Gray & Bowen, for the North American Review, two years,	-	-	-	-	-	-	10 00
	15	Sarah Tate, for binding carpet,	-	-	-	-	-	-	1 50
	18	J. D. Boteler, for repairing door locks, shovels, tongs, &c.	-	-	-	-	-	-	11 25
	19	J. F. Howe & Co., for Boston Evening Bulletin,	-	-	-	-	-	-	2 67
	20	Remigius Burch, for lighting lamps,	-	-	-	-	-	-	30 00
	28	Lewis Johnson, for a small writing desk,	-	-	-	-	-	-	4 50
	29	John McDuell, for painting and glazing,	-	-	-	-	-	-	66 47
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	2	Pleasants & Abbott, for the Richmond Whig,	-	-	-	-	-	-	5 00
	2	Samuel Bacon, for candles and rope,	-	-	-	-	-	-	9 89
	4	James Decker, for black sand,	-	-	-	-	-	-	1 50
	5	John Wilkinson, for carpenter's work,	-	-	-	-	-	-	74 57
	5	J. Elliot, for third and fourth volumes of the Convention for adopting the Constitution,	-	-	-	-	-	-	12 00
	15	Charles Bell, for cash paid laborers for removing furniture,	-	-	-	-	-	-	7 00
	16	Rachael Herbert, for scouring floors, windows, &c.	-	-	-	-	-	-	36 00
	21	William Young, for saddlery and a morocco cushion,	-	-	-	-	-	-	5 25
	21	John Hopkins, for two lithographic prints of President Jackson, with frames,	-	-	-	-	-	-	40 00
	22	John Smith, for sweeping chimneys,	-	-	-	-	-	-	20 30
	22	H. V. Hill, for improvements to writing desk,	-	-	-	-	-	-	1 50
	29	D. Green, for United States Telegraph, two years,	-	-	-	-	-	-	20 00
July	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	1	Charles Durden, for extra laboring services,	-	-	-	-	-	-	6 00
	1	William A. Bartow & Co., for stationary,	-	-	-	-	-	-	209 71
	2	William Johnson, for scavenger's work,	-	-	-	-	-	-	12 00
	2	Edward Dyer & Co., for candles,	-	-	-	-	-	-	7 37½
	2	Robert Wilson, for three wash-stands,	-	-	-	-	-	-	8 00
	3	Uriah Jenkins, for freight of paper, steamboat Potomac,	-	-	-	-	-	-	1 50
	3	Nathaniel Herbert, for sweeping and taking care of engine-house,	-	-	-	-	-	-	3 00
	7	Thomas Garner, for shoeing the horse,	-	-	-	-	-	-	2 25
	7	Pishey Thompson, for stationary,	-	-	-	-	-	-	36 50
	10	J. Elliot, for Reports Supreme Court, volume 1,	-	-	-	-	-	-	6 50
	15	Joseph Borrows, for cash paid by him for washing towels, carting, &c.	-	-	-	-	-	-	26 43
	15	George Templeman, for laws, stationary, &c.	-	-	-	-	-	-	20 05
	19	Jesse Cromwell, for quills and two tables,	-	-	-	-	-	-	22 00
	19	Pishey Thompson, for freight on box of books,	-	-	-	-	-	-	62½
	20	C. Alexander, for repairing carpets, &c.	-	-	-	-	-	-	7 98
	28	William Young, for two cushions,	-	-	-	-	-	-	5 50
	30	R. Tonge, for wafer and sand boxes,	-	-	-	-	-	-	3 45
	31	B. Homans, for New York American,	-	-	-	-	-	-	4 00
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
August	5	Robert Hill, for the Richmond Enquirer, two years,	-	-	-	-	-	-	10 00
	6	Henry Gray, for cleaning out the cellar,	-	-	-	-	-	-	1 50
	9	C. Bestor, for pitchers and tumblers,	-	-	-	-	-	-	10 25
	17	Stettinius & Harper, for towels, green baize, &c.	-	-	-	-	-	-	20 19
	17	John Sergeant, for binding books,	-	-	-	-	-	-	20 50
	25	Walter Humphries, for sawing wood,	-	-	-	-	-	-	18 75
	28	William Fry, for the National Gazette,	-	-	-	-	-	-	20 33
	28	S. A. Elliot, for six copies of Washington Directory,	-	-	-	-	-	-	4 75
	30	John Nott, for wheeling and piling wood,	-	-	-	-	-	-	6 25
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
Sept.	4	Benjamin Benjamin, for one thousand quills,	-	-	-	-	-	-	20 00
	10	William Young, for making a cushion,	-	-	-	-	-	-	2 75
	10	Walter Humphries, for sawing wood,	-	-	-	-	-	-	28 82
	21	Joseph Nott, for putting in cellar and piling wood,	-	-	-	-	-	-	10 10
	23	William Ward, for mending wheelbarrow,	-	-	-	-	-	-	1 25
	28	Walter Humphries, for sawing and piling wood,	-	-	-	-	-	-	22 00
	28	C. Buckingham, for repairing hose to engine,	-	-	-	-	-	-	4 00
	29	J. Elliot, for second volume Reports Supreme Court,	-	-	-	-	-	-	6 75
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	1	Charles Durden, for extra laboring services,	-	-	-	-	-	-	6 00
	2	William Johnson, for scavenger's work,	-	-	-	-	-	-	12 00
	2	Rothwell & Ustick, for the American Spectator,	-	-	-	-	-	-	2 50
	2	Thomas Garner, for shoeing the horse,	-	-	-	-	-	-	2 62
	4	S. P. Franklin, for hanging and repairing paper,	-	-	-	-	-	-	2 50
	5	B. C. Saunders, for firewood,	-	-	-	-	-	-	752 50
	8	Walter Humphries, for sawing, wheeling, and piling wood,	-	-	-	-	-	-	25 95
	21	George Savage, for brooms and brushes,	-	-	-	-	-	-	25 83
	25	William Young, for repairing saddle and bridle,	-	-	-	-	-	-	1 12½
	29	Nathaniel Herbert, for sweeping and taking care of the engine-house,	-	-	-	-	-	-	3 00
	30	William Jackson, for refreshments for clerks employed extra hours,	-	-	-	-	-	-	51 00
Nov.	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	3	Andrew Marschalk, for the Mississippi Statesman and Natchez Gazette,	-	-	-	-	-	-	8 75
	5	John McDuell, for painting and glazing,	-	-	-	-	-	-	131 46
	6	John Wilkinson, for making and repairing cases, tables, &c.	-	-	-	-	-	-	682 95
	10	H. S. Sanderson, for the Baltimore Republican,	-	-	-	-	-	-	4 00
	17	John Gaither, for chairs,	-	-	-	-	-	-	6 00
	20	Jacob A. Bender, for bricklaying, fixing stoves, &c.	-	-	-	-	-	-	16 25
	24	Rachael Herbert, for cleaning windows and stoves,	-	-	-	-	-	-	17 75
	1	William Jackson, for keeping the horse,	-	-	-	-	-	-	10 00
	6	Edward Dyer & Co., for candles,	-	-	-	-	-	-	8 01
	9	John Gaither, for chairs,	-	-	-	-	-	-	6 00
	14	Ingle, Lindsley, & Ingle, for stoves and hardware,	-	-	-	-	-	-	189 80

STATEMENT—Continued.

1830.					
Dec. 20	J. Elliot, for six Congressional Directories,	-	-	-	\$1 50
29	S. Tryon, for almanacs,	-	-	-	2 25
31	Charles Durden, for extra laboring services,	-	-	-	6 00
31	Remigius Burch, for lighting lamps,	-	-	-	18 12½
31	William Jackson, for keeping the horse,	-	-	-	10 00
31	William Johnson, for scavenger's work,	-	-	-	12 00
31	Thomas Garner, for shoeing the horse,	-	-	-	3 00
					\$8,734 01½

21st CONGRESS.]

No. 109.

[2d SESSION.

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE SENATE, MARCH 3, 1831.

Mr. CLAYTON made the following report:

The committee appointed, in pursuance of the resolution of the 15th of December last, "to examine and report the present condition of the Post Office Department; in what manner the laws regulating the Department are administered; the distribution of labor; the number of clerks, and the duties assigned to each; the number of agents, where and how employed; the compensation of contractors; and, generally, the entire management of the Department; and whether further, and what, legal provisions are necessary to secure the proper administration of its affairs," respectfully report:

That the papers herewith submitted contain the information which they have collected in obedience to the resolution, and which is now laid before the Senate without remark or comment. These papers are marked and described as follows, viz:

1. The Postmaster General's letter to the committee, dated February 26, 1831, and delivered to the chairman on the 1st of March, at 10 o'clock P. M. This letter is in reply to the letter of the committee of the 24th of December last, and is marked No. 1.
2. Paper marked A, No. 2, in reference to the incidental expenses of the Department.
3. Paper marked K, No. 3.
4. Paper marked L, No. 4.
5. Paper marked M, No. 5, respecting defaulters.
6. Paper marked N, No. 6, stating the cases in which the lowest bids for carrying the mail were not accepted.
7. Paper marked I, No. 7, containing an inventory of property in the iron chest.
8. Paper marked No. 8, B, being two letters of the Postmaster General, dated January 31, 1831.
9. Paper marked C, containing a letter of the Postmaster General, of the date of February 22, covering C. K. Gardner's letter of the 21st of February.
10. Paper marked D, being a letter of the Postmaster General, dated February 23, 1831, received on the 24th.
11. Paper marked E, containing the letters of the Hon. John McLean to the committee.
12. Paper marked F, being a letter from the Postmaster General, dated March 2, 1831, covering copies of certain letters of John McLean and Abraham Bradley.
13. Paper marked G, Judge Test's letter to the committee.
14. Paper marked H, letter of the Hon. George M. Bibb.
15. Paper marked I, No. 15, containing depositions of Mr. C. K. Gardner, Mr. O. B. Brown, Mr. Taylor, Mr. Suter, and Mr. Dundas.
16. Paper marked J, No. 16, containing the interrogatories and letters of the committee.
17. Paper marked K, No. 17, containing the journal of the committee, and the deposition of Abraham Bradley, unfinished for want of time.

The committee have received abstracts E, F, G, and H, referred to in the Postmaster General's letter of the date of the 26th of February, being *answers in part* to interrogatories respecting the causes of the increased expenditure of the last year, which the Postmaster General in that letter alleges are "incomplete for want of time," and which have been, at his request, returned to him "that they may be completed during the recess."

All of which is respectfully submitted.

JOHN M. CLAYTON, *Chairman.*

No. 1.

POST OFFICE DEPARTMENT, *February 26, 1831.*

SIR: In answer to the resolutions of the select committee of which you are chairman, requiring information from this Department in nine divisions of subjects, I have the honor to communicate as follows:

First. A statement of the whole incidental expenses of the Department, "giving the various items of such expenses" from July 1, 1826, to July 1, 1827, marked A; a statement of the incidental expenses of the Department, "giving the various items of such expenses," from July 1, 1827, to July 1, 1828, marked B; also a like statement from July 1, 1828, to July 1, 1829, marked C; and a like statement from July 1, 1829, to July 1, 1830, marked D.

Second. A "distinct" statement, so far as the power of the Department has been able to complete it, of the various items which have caused the increase of expenditures for the year ending July 1, 1830, beyond those of the year preceding, amounting to the sum of \$150,475 38. This resolution of the committee, "desiring to know distinctly what are the improvements in mail facilities, or other causes, which have occasioned this increased expenditure," requires the various items in all the expenditures of the Department within the last year, which occasioned either an increase or diminution of expenditures on the same objects within the preceding year, with all the items of additions, to be set forth, in order to show the exact difference in the total sum which was reported as above, and is exhibited by the balances on the books. Under the same head, the resolution requires, also, a specification of the routes on which the transportation of the mail has been increased, and a separate statement of what contracts have been made for such purposes. The fulfilment of this requisition has rendered necessary a laborious and voluminous abstract from the books of the whole operations of the Department for the year commencing the 1st of July, 1828, (marked E, for transportation,) and of the whole operations of the Department for the last year, commencing the 1st of July, 1829, (marked F, for transportation,) in order to enable an experienced clerk to proceed with the comparative statement, by collating the two accounts, item by item, and tracing and recording the causes of difference as well as the amounts, to exhibit the true result, (marked G and H.) These have not been completed, from the absolute insufficiency of the time. As the statements may hereafter be completed by the principal pay clerk during the recess of Congress, the committee are requested to return these papers, when they dispense with them, to the Department. In answer to the desire of the committee, "to ascertain how much the amount of revenue has been augmented" by the improvements and increase of facilities in mail transportation, it should be stated that

the increase of revenue is not produced immediately by the addition of mail facilities, but that such improvements are the causes of a gradual increase of revenue in future years. The increase of receipts, according to the last report, for the year commencing the 1st of July, 1829, above the receipts of the year preceding, was \$143,164 68. This increase of receipts may have been partly occasioned by greater strictness in enforcing the rules of accountability and the post office laws; but it is chiefly to be attributed to the extension of mail accommodations in preceding years, together with the regular growth of correspondence with the population of the country.

The augmentation of the revenue has been immediately perceptible, however, in the post offices at *New Orleans* and *Mobile*, derived from the improvement in the mail accommodation between those places, exclusively of the general advantage received from that improvement in post office revenue at all the cities in the Atlantic States having intercourse with New Orleans. The total receipts of postages at these two offices for two years, commencing with 1829, (the new contracts having gone into operation in December, 1829,) are as follows:

	1829.	1830.	Increase.
New Orleans, from 1st January to 1st April, - - -	\$7,364 97	\$10,642 58	\$3,277 61
From 1st April to 1st July, - - -	8,438 00	10,298 79	1,860 79
From 1st July to 1st October, - - -	7,416 82	8,409 31	992 49
From 1st October to 31st December, - - -	8,514 12	9,141 96	627 84
Increase of postages at this office in 1830 over 1829,			\$6,758 73
Mobile, from 1st January to 1st April, - - -	2,416 27	2,767 82	351 55
From 1st April to 1st July, - - -	1,926 54	2,436 77	510 23
From 1st July to 1st October, - - -	1,425 88	1,632 26	206 38
From 1st October to 31st December, - - -	1,875 68	2,177 48	301 80
Increase of postages at this office in 1830 over 1829,			\$1,369 96

The expenditures of the year commencing on the 1st of July, 1828, exceeded those of the preceding year by \$158,238 77, although the increase of receipts for that year above those of the former was but \$108,540 47. The expenditures of the year commencing the 1st July, 1829, exceeded those of the preceding year but \$150,575 38, while the increase of receipts within that year, above the former, was \$143,164 68. It will thus be observed, on comparing the increase of these two years with each other, that the advantage is in favor of the latter year, commencing the 1st July, 1829, by \$34,624 21, and yet the excess of expenditure is less than that of the year commencing the 1st July, 1828, by \$7,663 39; or, to present the comparison in a more obvious point of view, the excess of expenditure in the year commencing the 1st July, 1828, beyond that of its preceding year, exceeds the increase of receipts of the same year by \$49,698 30; whereas, the excess of expenditure in the last year, commencing the 1st of July, 1829, beyond that of the preceding year, exceeds the increase of receipts but by \$7,410 70; and yet no complaint or imputation is founded on, or ought to apply to, the management of the finances of the Department within the former year.

Of the third resolution, the first requirement, of the balances due to the Department on the 1st of October last, cannot, during the present quarter, be furnished. The proceeds of postage of particular offices can be ascertained from the returns, but the entire amount of the receipts and expenditures of the Department cannot be posted and abstracted from the ledgers into the "general account," to show "the state of the funds of the Department," until about two quarters transpire; nor so soon, in this instance, as the bookkeepers have been employed, for about three months of the last quarter and this, in making balance sheets, to answer a resolution of the last session of the Senate.

To the second requirement of this resolution, of "the state of the funds and the pecuniary responsibilities of the Department" when I came into office, and "the means of payment," the answer is, that, on the 1st of April, 1829, the balance on the books of what was due to the Department amounted to \$573,530 36, which consisted as follows:

Of cash deposited in bank, (prior to the 1st October, 1826,) estimated to be lost,	-	-	\$2,445 33
Uncurrent and counterfeit money found to have been on hand,	-	-	4,728 12
Amount passed to account of bad debts,	-	-	51,315 13
Amount due by late postmasters and others, estimated to be bad,	-	-	255,209 37
Amount due by postmasters, &c., estimated as available,	-	-	126,250 61
Cash on hand,	-	-	133,581 80
Making the above aggregate,	-	-	\$573,530 36

The certified exhibit of the moneys, good and bad, found in the iron chest, left by the late senior assistant, is transcribed in the paper marked I, annexed.

The pecuniary responsibilities of the Department, when I came into office, were those incurred by the pre-existing contracts; and the means of payment were the available debts and cash on hand, (amounting, together, to \$259,832 41,) and the current revenue of the Department, to be derived exclusively from postages.

Fourth. The number of clerks employed by the Department, and their salaries per annum, up to the 1st of January last, are as follows:

Obad. B. Brown, chief clerk, - - -	\$1,700	George Breathitt, clerk, - - -	\$1,000
Thomas B. Dyer, clerk, - - -	1,400	Francis G. Blackford, clerk, - - -	800
Joseph W. Hand, clerk, - - -	1,400	John G. Whitwell, clerk, - - -	800
John Suter, clerk, - - -	1,400	John F. Boone, clerk, - - -	800
John McLeod, clerk, - - -	1,200	Joseph Sherill, clerk, - - -	800
William G. Eliot, clerk, - - -	1,200	Edmund F. Brown, clerk, - - -	800
Michael T. Simpson, clerk, - - -	1,200	John G. Johnson, clerk, - - -	800
Nicholas Tastet, clerk, - - -	1,100	William French, clerk, - - -	800
David Saunders, clerk, - - -	1,100	John H. Waggaman, clerk, - - -	800
Richard Dement, clerk, - - -	1,100		
And. M. D. Jackson, clerk, - - -	1,100		
Arthur Nelson, clerk, - - -	1,100		
Thomas Arbuckle, clerk, - - -	1,000		
Josiah F. Caldwell, clerk, - - -	1,000		
Joseph Haskel, clerk, - - -	1,000		
Samuel Fitzhugh, clerk, - - -	1,000		
William C. Ellison, clerk, - - -	1,000		
William Deming, clerk, - - -	1,000		
Wm. C. Lipscomb, clerk, - - -	1,000		
Thomas B. Addison, clerk, - - -	1,000		
Matthias Ross, clerk, - - -	1,000		
David Kooness, clerk, - - -	1,000		
Presley Simpson, clerk, - - -	1,000		
Grafton D. Hanson, clerk, - - -	1,000		
Walter D. Addison, clerk, - - -	1,000		
John W. Overton, clerk, - - -	1,000		
Samuel Gwin, clerk, - - -	1,000		
John T. Temple, clerk, - - -	1,000		
George L. Douglas, clerk, - - -	1,000		

Extra and temporary clerks:

James H. Doughty, - - -	800
James Coolidge, - - -	800
Charles S. Williams, - - -	800
John Taylor, - - -	800
Richard Emmons, - - -	800
Estwick Evans, - - -	800
J. J. Lehmanowsky, - - -	800
John P. Denny, - - -	800
John Marron, - - -	800
C. H. W. Wharton, - - -	800
William G. Eliot, Jun., - - -	600
Alexander H. Fitzhugh, - - -	600
Edmund Burke, - - -	600
Thomas A. Scott, - - -	600
Livy McLean Blair, - - -	600
William H. Dundas, - - -	800

For the thirty-eight clerks preceding, who occupy permanent places, the laws of Congress have provided as follows:

1 chief clerk, at	-	-	-	-	\$1,700
3 clerks, -	-	-	-	-	1,400 each.
5 clerks, -	-	-	-	-	1,200 each.
23 clerks, -	-	-	-	-	1,000 each.
6 clerks, -	-	-	-	-	800 each.

Total, 38

It will be perceived that five of those receive at the rate of \$1,100; and that two receive but \$800 salaries of the number for whom \$1,000 each is provided. This division of legal salaries commenced in 1819. The sum of appropriation is not exceeded; and when two salaries of \$1,200 and 1,000 are divided equally between two clerks who are considered of equal merit, they are estimated by the agent of salaries as receiving the higher and lower salaries in alternate quarters, which, in the result, conforms to the law. In the other cases of two at \$800, (which are of but temporary occurrence,) for whom a provision is made of \$1,000, the surplus assists to make up one of the \$600 salaries, and an additional \$100 to a \$1,000 salary.

The salaries of the permanent clerks are paid, by authority of acts of Congress, out of any moneys in the treasury not otherwise appropriated, as has been done since the establishment of the General Post Office. The salaries of the extra clerks are paid out of the funds of the Department, until provision is made by Congress for the extra clerk hire; the last appropriation having been made of \$12,628 24, by the act of the 12th February, 1828, passed in pursuance of the application of the late Postmaster General, a copy of which is annexed, marked K.

My chief clerk has not received any additional compensation for his services as such; but, from October 1st to November 15, 1829, there was a vacancy in the office of one of the assistants, during which time, amounting to forty-six days, he was *acting assistant*, and performed the duties of that office; and for that period, and that period only, he received the compensation prescribed by law for the same.

The duties of all these clerks are exhibited in the printed statement marked L.

Fifth. For the first inquiry in this resolution, I beg leave to refer the committee to the answer made by me to the Senate in fulfilment of its resolution of the last session. To the remainder of the inquiry, I answer, that the contract for carrying the mail between Washington city and Baltimore was made with Richard C. Stockton, dated October 19, 1827, to commence January 1, 1828, and to continue in force until the 31st of December, 1831, at \$1,800 per annum.

Under this contract, he was never required to perform the trip from one city to the other in less than five hours; and when the bad state of the roads in the winter delayed the arrival of the mail at Washington from the south, or at Baltimore from the north, which frequently happened, it was conveyed by special express between these two cities at the expense of the Department, or the breaking of the connexion occasioned an entire failure between the north and the south. To prevent these failures, an arrangement was made with the contractor to carry the mail in carriages with not more than two passengers; to expedite so as never to exceed four and a half hours from one city to the other, and never to arrive in Baltimore at a later hour than 12 M., nor in Washington at a later hour than 10 A. M., though it should require them to perform the trip in four hours; and that still greater expedition than four hours should be given to it, when necessary to effect the connexion at either end of the route. This arrangement took effect on the 1st of December, 1829.

It was also found necessary, from the depredations which had been successfully made upon the mail in some instances, and attempted in others, by robbers, to cause it to be accompanied by armed guards. The expense of the guards, including their passages, it was found, would amount to upwards of \$1,700 a year. It was therefore stipulated that, for the increased expedition and certainty of arrivals, so as to keep up the connexion agreeably to the above arrangement, and also for furnishing and transporting the guards, the compensation should be increased to \$5,000 a year. The compensation was accordingly made at the rate of \$5,000 a year from the 1st of December, 1829, to the 30th of April, 1830, a period of five months. The rendering of this service on the part of the contractor sometimes required him to perform the trip from Baltimore to Washington in three hours, which he faithfully executed; but the sacrifice of horses, and the exclusion of passengers, with the great expense incurred by the contractor, were the reasons assigned by him for desiring the Department to allow more time for the trip. Accordingly, from the 30th of April, 1830, the arrangement was so changed as to allow him five hours to perform the trip, except when the preservation of the connexion should require it to be done in a shorter time, in which case he is to perform it in four and a half hours; and for this increase of time allowed, his compensation is reduced to \$2,800 a year. The compensation, therefore, for transporting the mail between this place and Baltimore, from the 30th of April, 1830, to the present time, is at the rate of \$2,800 a year.

The contract first mentioned was made by my predecessor; the last-mentioned by myself.

Sixth. The postmasters who have been defaulters to the Government since I came into office, the times when declared, the sum due from each, and against whom suits have been instituted, are set forth in the statement marked M. There are occasional delinquencies in the payment of drafts of the Department, sometimes without fault in the postmasters, sometimes from a misunderstanding with the contractors, and sometimes from a misunderstanding on their part of the state of their accounts, which, on investigation, are speedily settled, and therefore excused; so there are frequent delinquencies in the making of deposits within the time prescribed by the regulations, and also in transmitting their quarterly accounts; but being subsequently made and rendered, the delinquency ceases. These cases, though there may be some existing at the present time unarranged, were not presumed to be comprehended within the call of the committee, as they are not considered absolute defaulters till the last requisitions of the Department are disregarded.

To the seventh inquiry, the answer is made in the statement marked N; and the reasons assigned in that statement for the acceptances given, furnish an illustration of the practice of the Department in similar cases heretofore, which practice has obtained in the Department from the period of its earliest records.

Eighth. "The system of receipts and disbursements of money" which prevailed when I entered the Department, was, that the senior assistant received and disbursed all its funds. The moneys paid, in notes or specie, into the Department at Washington, were paid to him; and the payments in bank throughout the Union were subject to his entire control.

The Postmaster General was responsible by law for these moneys, but the senior assistant controlled their application at his own will. The latter, too, kept his own account of the moneys drawn by his checks from the banks, or paid out of the chest in his office, without the intervention of a clerk; and of the moneys found in his chest no account could ever be discovered in the Department. Thus, it will be perceived, money to a large amount could be abstracted from the funds of the Department, without the knowledge of the head, and without the fear of detection. There was no check upon any such transactions.

The system now adopted is, that all moneys shall be paid to the Department by certificates of deposit in banks; and that no money can be drawn from these deposits, not even by the head of the Department, but by the signatures of two officers of the Department, each acting independently of the other; and every such payment shall be recorded in the separate books of these officers; and that no drafts, even on postmasters, shall be made, without the investigation and signatures of two officers. The moneys appropriated for the salaries of the officers and clerks are not mingled, as heretofore, with the funds of the Department, and so made liable to be overdrawn; but those moneys are especially assigned to the care and disbursement of a distinct officer; and the salaries, being settled monthly and quarterly, are never entered in the books of the Department, his account being kept in a separate book. More strict regulations are enforced, requiring the payment, at regular periods, of the funds of the larger offices, and of all whose postmasters are instructed to deposit. It is believed that the moneys of this Department are now applied faithfully, and preserved securely.

Ninth, and lastly. There have been special agents employed by the Department, for particular services and for short periods, none of whom have been in service since the date of the resolution, nor for some time previous.

The general agent of the Department is Preston S. Loughborough, at a salary of \$1,600. His duties, when employed at the seat of Government, are described in the printed statement marked L; and when employed at a distance, they are, the investigation of mail robberies, losses and depredations by postmasters, and the examination of mail routes and post offices, and the conduct of contractors and postmasters.

There are also three persons employed in the Department for opening dead letters, (who are paid under the denomination of agents,) to wit: Charles Bell, Remigius Burch, and John Davis, who are each paid \$400 per annum; and James Tate, who acts as assistant messenger, and also as clerk, at \$300 per annum.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Hon. JOHN M. CLAYTON, *Chairman of Select Committee U. S. Senate, &c.*

A, No. 2.

Incidental expenses of the Post Office Department from the 1st day of July, 1826, to the 1st day of July, 1830.

To cash paid—		[A.] 1st July to 1st October, 1826.		
John Brown,	-	For carrying express in 1825,	-	\$2 00
William Cooper,	-	Printing,	-	301 45
J. D. Boteler,	-	Locks and keys,	-	190 90
Do,	-	Do,	-	111 60
E. J. Hale,	-	Advertising,	-	95 70
William Young,	-	Portmanteaus,	-	30 48
A. Way,	-	Paper,	-	1,275 00
Charles Dean,	-	Twine,	-	35 86
C. Dean,	-	Transportation of twine,	-	1 06
John D. Boteler,	-	Locks and keys,	-	147 70
John Davis,	-	As agent, (special,)	-	85 25
William Young,	-	For saddlery,	-	30 70
Cash,	-	Do,	-	10
Com. Craig,	-	Mail bags,	-	1,000 00
True & Green,	-	Furnishing blanks, wrapping paper, and twine, to various offices,	-	2,674 56
Daniel Lombard,	-	Pursuing mail robbers, attorney's fees, payment of witnesses, &c.	-	66 86
True & Green,	-	Furnishing blanks, wrapping paper, and twine, for various offices,	-	170 00
William Young,	-	Mail portmanteaus,	-	19 25
J. Clark,	-	Bringing mail bags from Baltimore.	-	1 12
D. F. Algood,	-	Attending the prosecution of W. F. Watson, charged with robbing the mail,	-	13 25
A. Dupuy,	-	For advertising,	-	7 00
				6,259 84
		1st October, 1826, to 1st January, 1827.		
M. T. Simpson,	-	Examining post road,	-	114 75
William Young,	-	Portmanteaus,	-	18 48
W. Cooper, jun.	-	Printing blanks, &c.	-	377 50
Sellers & Pennock,	-	Portmanteaus,	-	2,940 00
Edwin Porter,	-	Expenses as agent, (special,)	-	67 50
Way & Gideon,	-	Printing circulars, &c.	-	24 00
William J. Stone,	-	Furnishing stamps, &c.	-	75 33
J. Howard, (Te.)	-	Advertising,	-	20 00
J. Downer,	-	Mail bags,	-	20 00
J. D. Boteler,	-	Locks and keys,	-	193 80
William Young,	-	Portmanteaus,	-	36 00
Do,	-	Do,	-	80 44
John D. Boteler,	-	Locks and keys,	-	95 80
Susan Borrowes,	-	Making bags,	-	3 75
Peter Isler,	-	Advertising,	-	101 20
William Young,	-	Portmanteaus,	-	55 00
J. D. Boteler,	-	Furnishing mail locks and keys,	-	100 00
True & Green,	-	Printing, wrapping paper, &c.	-	1,768 40
William Young,	-	Portmanteaus,	-	88 30
John Wise,	-	Furnishing and repairing mail bags,	-	37 62
Julius Guiteau,	-	Prosecuting Otis Furman and Putnam, for plundering the mail in 1825,	-	272 45
John Guiteau,	-	His expenses in pursuit of Cox, who had plundered the mail,	-	700 00
William Cooper,	-	Printing blanks, &c.	-	150 00
Morgan, Lodge, & Fisher,	-	Blanks and paper,	-	331 50
Solomon Van Rensselaer,	-	Inspecting post offices in New York,	-	336 00
William Young,	-	Portmanteaus,	-	34 66
J. D. Boteler,	-	Locks and keys,	-	148 20
Gales & Seaton,	-	Advertising,	-	54 12
William Hogan,	-	Carrying Charles Doolittle from Hogsburgh to Bennington, Vermont, charged with a breach of the post office laws,	-	20 00
M. T. Simpson,	-	Services as agent,	-	250 00
				8,515 00
Deduct cash received of M. T. Simpson,			-	550 00
				\$7,965 00
		1st January to 1st April, 1827.		
Way & Gideon,	-	For printing and binding, &c.	-	138 00
William Cooper,	-	Printing,	-	758 60
Charles Dean,	-	Twine,	-	16 00
William J. Stone,	-	Post office stamps,	-	128 49

STATEMENT A, No. 2—Continued.

To cash paid—			
A. Dyer,	-	As agent, at \$20 per month, from the 20th December to 14th April,	\$77 07
Charles Dean,	-	For twine,	26 12
William Young,	-	Portmanteaus,	33 24
John D. Boteler,	-	Locks and keys,	177 50
William Young,	-	Mail bags,	30 47
G. Gaither,	-	Blank stamps,	37 50
J. D. Boteler,	-	Locks and keys,	157 85
William Young,	-	Portmanteaus,	15 56
True & Green,	-	Printing blanks, wrapping paper, and twine,	1,837 35
R. P. Anderson,	-	Printing,	54 00
J. D. Boteler,	-	Locks and keys,	142 40
Aug. Oury,	-	Expenses and time employed in detecting and prosecuting Abm. Fetkill and Seth Ward, jun., mail robbers,	250 00
William Young,	-	Portmanteaus,	16 88
Camak & Ragland,	-	Advertising,	137 75
J. Webster,	-	Bill of costs, suits vs. Red and Tenzeny,	13 19
John Conrad,	-	As marshal, (for fees,)	263 31
Henry P. George,	-	For bills of costs,	63 54
Andrew McClure,	-	Do,	39 76
E. Shepley,	-	Do,	74 48
Do,	-	Recording a mortgage,	72
			4,488 78
		Deduct overcharge paid Mr. McLeod, January 30, 1826,	44
		1st April to 1st July, 1827.	\$4,488 34
William Cooper,	-	For printing,	361 00
Gales and Seaton,	-	Do,	2,761 25
M. T. Simpson,	-	Travelling expenses as agent in June, July, and part of August, 1827,	306 50
Do,	-	Postage of letters on business of the Department,	2 12
Theodorus Bailey,	-	This sum expended by him for the pursuit of James Hall, supposed to have robbed the mail, and the employing J. B. Mower in investigating mail robbery between New York city and Hartford,	249 00
Way & Gideon,	-	Printing,	24 00
Sellers & Pennock,	-	Furnishing and repairing mail bags,	1,649 85
William Craig,	-	Cotton bags,	666 50
John D. Boteler,	-	Mail locks,	182 25
Way & Gideon,	-	Printing,	52 50
William Young,	-	Portmanteaus,	28 71
J. M. Coleman,	-	Services as agent, (special,)	68 00
George Collings,	-	Aid in prosecuting Strother Johnson,	75 00
John D. Boteler,	-	Locks and keys,	159 40
W. R. Thompson,	-	Fees as sheriff on prosecution of Cox,	69 50
William J. Stone,	-	Stamps,	189 63
True & Green,	-	Printing paper, &c.	1,906 55
M. T. Simpson,	-	Travelling expenses as agent, from January to April, 1827,	229 09
Morgan, Lodge, & Fisher,	-	Printing blanks, &c.	334 87
J. D. Boteler,	-	Mail locks,	247 50
M. T. Simpson,	-	Travelling expenses as agent to Upper Marlborough and Baltimore,	34 00
E. P. Langdon,	-	Searching post offices for lost letter,	29 50
Pleasants & Smith,	-	Advertising,	47 25
William Young,	-	Portmanteaus,	26 97
Peter Force,	-	Printing, from August, 1825, to April, 1837,	566 25
R. Tillotson,	-	Bills of cost,	109 61
A. R. Thornton,	-	Do,	68 50
R. & G. Collings,	-	Attorneys for attending the examination of Charles Thoroman, charged with thefts upon the mail,	75 00
William A. McLane,	-	Costs in suit against Erastus Granger,	148 17
			10,668 47
		[B.] 1st July to 1st October, 1827.	
Theodorus Bailey,	-	This sum paid by him for printing blanks, and paper,	418 75
Do,	-	This sum paid by him for wrapping paper,	90 00
Do,	-	This sum paid by him to Benj. J. Hayes, for his services in pursuit of James Hall,	50 00
Do,	-	This sum paid by him for twine,	37 46
Andrew Way,	-	Paper,	2,529 50
William Cooper,	-	Printing, &c.	454 70
H. Bradley,	-	One hundred maps of the United States,	600 00
Way & Gideon,	-	Blanks,	148 00
R. Mills,	-	As agent for making reports, &c.	6 50
Cameron, Morris, & Co.	-	For advertising,	194 00
H. H. Snow,	-	Reward for finding mail,	28 00
Isaac Tompkins,	-	For pursuing Joshua Hall into Canada,	49 42
William Young,	-	Saddlery,	22 58
Ritchie & Gooch,	-	Advertising,	33 25
R. Blackman,	-	Do,	75 00
M. Woodruff,	-	Examining locations for post offices,	12 00
Andrew Way,	-	Paper,	1,498 50
Theodorus Bailey,	-	This sum paid by him for twine,	70 62
Do,	-	This sum paid by him for stamps,	74 14
J. D. Boteler,	-	Locks and keys,	231 45

STATEMENT A, No. 2—Continued.

To cash paid—			
Robert Mills,	-	As agent for the Department,	- \$6 50
Aaron Hill,	-	For advertising,	- 23 33
Orlando Saltmarsh,	-	Pursuing Hall, charged with mail robbery,	- 50 79
William Young,	-	Portmanteaus,	- 35 70
Charles Dean,	-	Twine,	- 27 00
True & Green,	-	Printing,	- 1,305 28
J. D. Boteler,	-	Locks and keys,	- 164 00
Brice & Howard,	-	Taking depositions,	- 40 00
C. Lyon,	-	Pair of saddlebags,	- 7 00
W. Woodruff,	-	Advertising,	- 103 50
Thorris's order,	-	Portmanteaus,	- 38 25
Charles Dean,	-	Twine,	- 189 75
L. H. Redfield,	-	Advertising,	- 30 00
William Young,	-	Repairing portmanteaus and bags,	- 75 00
C. S. V. Jones,	-	Apprehending Charles Kutts for attempting mail robbery,	- 20 00
W. J. Stone,	-	Stamps,	- 91 35
J. Howard,	-	Advertising,	- 20 00
M. T. Simpson,	-	Expenses on suit of Ward C. Butler against him, as agent, and examining mail routes in New Jersey, Pennsylvania, New York, &c.	- 430 62
John Vawter,	-	Mail bags,	- 20 00
John McRae,	-	Apprehending H. McKenney and Edward Skipper, mail robbers, in 1825,	- 248 60
J. D. Murrell,	-	Prosecuting Seth Ward for stealing from the mail,	- 160 49
			9,711 03
Deduct this sum to credit of bills of costs,			11 88
			\$9,699 15
1st October, 1827, to 1st January, 1828.			
Thomas Cooper,	-	For printing,	- 403 90
Way & Gideon,	-	Do.	- 36 00
J. D. Boteler,	-	Locks and keys,	- 140 20
William Young,	-	Saddlery,	- 23 25
Do.	-	Portmanteaus,	- 48 25
Sellers & Pennock,	-	Do.	- 4,468 66
J. Turner,	-	Advertising,	- 35 00
W. J. Stone,	-	Furnishing stamps and seals,	- 83 28
William Young,	-	Saddlery,	- 51 08
John Schell,	-	Apprehending and convicting Samuel Dillon for mail robbery in 1822 and 1823,	- 200 00
J. D. Boteler,	-	Locks and keys,	- 182 20
R. Inlay,	-	Assisting in getting on the mail, December,	- 75 00
William Craig,	-	Two hundred and twenty-nine cotton bags,	- 692 50
C. D. McLean,	-	Printing,	- 82 87
True & Green,	-	Paper and twine,	- 1,937 41
William J. Stone,	-	Blank stamps,	- 160 00
William Young,	-	Portmanteaus,	- 33 44
J. D. Boteler,	-	Locks and keys,	- 199 10
William Young,	-	Saddlery,	- 15 00
John R. Brown,	-	Taking depositions between Chamberlain, Drake, and McKansey,	- 50 00
— Kizer,	-	Making sample of water-tight mail bags,	- 5 00
Timothy R. Hawley,	-	One pair mail bags,	- 7 00
Theodorus Bailey,	-	This sum paid by him for blanks,	- 609 43
Andrew Way,	-	Paper,	- 2,084 00
Theodorus Bailey,	-	Twine,	- 78 83
H. L. Barnum,	-	Measuring, laying out, and surveying roads,	- 350 00
Andrew Way,	-	Paper,	- 697 00
M. T. Simpson,	-	Travelling expenses as agent to Baltimore, Hagers-town, and Chambersburg,	- 69 75
T. H. Clarke,	-	As agent for the Department,	- 12 00
Jacob Sides,	-	For mail guard,	- 116 81
John McRae,	-	Travelling expenses, (on business of the Department,)	- 98 00
Theodorus Bailey,	-	Paper and blanks, (as paid by him,)	- 706 90
R. Stanard,	-	His services as attorney,	- 740 00
D. Derickson,	-	Fees and costs in prosecuting J. McCurtay for open-ing letters in post office,	- 249 03
C. J. Ingersoll,	-	Bills of costs,	- 262 65
			14,933 54
1st January to 1st April, 1828.			
Way & Gideon,	-	For printing copies of post office laws, instructions, and forms,	- 1,050 00
M. T. Simpson,	-	As post office agent,	- 36 31
Andrew Way,	-	For paper for Post Office Department,	- 2,185 00
Do.	-	Do.	- 1,762 00
Richard Bache,	-	Expenses to Boston, in 1826, after a depredator upon the mail,	- 380 00
Theodorus Bailey,	-	Wrapping paper,	- 135 00
Thaddeus Loomis,	-	Mail bags,	- 6 00
Theodorus Bailey,	-	Wrapping paper,	- 112 50
William Young,	-	Repairing portmanteaus,	- 34 98
Peter Force,	-	Advertisements,	- 26 37
William Cooper, jun.	-	Printing bills, &c.	- 449 40
Way & Gideon,	-	Printing,	- 97 00
W. Harrison,	-	Post office seal,	- 10 00
James Wood,	-	Apprehending mail robber,	- 50 00

STATEMENT A, No. 2—Continued.

To cash paid—				
J. D. Boteler,	-	For locks and keys,	-	\$179 10
John Wise,	-	Repairing portmanteaus,	-	25 62
Simon Ide,	-	Printing,	-	1,236 44
William Young,	-	Saddlery,	-	48 28
William Smith,	-	As special agent for the Department,	-	39 00
H. Tutwiler,	-	For services as special agent,	-	63 87
William Young,	-	Saddlery,	-	31 50
J. D. Boteler,	-	Locks and keys,	-	148 60
Morgan, Fisher, & Co.	-	Printing,	-	485 88
Thomas Sargeant,	-	Map of New Jersey,	-	7 50
William Smith,	-	As special agent to the Department,	-	73 00
True & Green,	-	For printing, wrapping paper, &c.	-	2,678 41
William Young,	-	Portmanteaus,	-	51 20
Beers, Booth, & St. John,	-	Expenses and printing,	-	85 00
J. D. Boteler,	-	Locks and keys,	-	197 40
J. Tompkins,	-	Services as agent,	-	49 50
W. J. Stone,	-	Stamps,	-	111 85
Solomon Van Rensselaer,	-	Services and expenditure in examining into a fraud,	-	72 00
William Young,	-	Saddlery,	-	58 84
H. Bradley,	-	One hundred maps of the United States,	-	600 00
William Boggs,	-	Arresting D. H. Dyer on an escape from jail,	-	70 00
J. Webster,	-	Bill of costs,	-	14 19
John Vowter,	-	Do.	-	28 62
R. Stanard,	-	Do.	-	100 00
G. Collings,	-	Do.	-	65 00
John Simonds,	-	Do. in suit against T. Rogers,	-	25 65
John Vowter,	-	Do. case of E. Fairchild,	-	30 91
Ether Shepley,	-	Do. case of Charles Johnson,	-	67 52
				13,038 44
		Deduct for two post coaches purchased by Stockton & Stokes,	\$900	
		Amount overpaid W. Young, December 22, 1827,	10	
				910 00
		1st April to 1st July, 1828.		\$12,128 44
M. T. Simpson,	-	Agent, expenses on journey to Cincinnati,	-	28 00
Theodorus Bailey,	-	For blanks and twine,	-	693 93
Way & Gideon,	-	Printing,	-	445 00
Do.	-	Do.	-	2,885 00
William Burke,	-	As agent in regulating mails,	-	32 87
Andrew Way,	-	For sundry bills for paper,	-	3,146 00
Theodorus Bailey,	-	Wrapping paper,	-	117 00
William Cooper, jun.	-	Printing,	-	630 65
Way & Gideon,	-	Do.	-	121 50
Simon Ide,	-	Blanks, paper, &c.	-	1,408 53
Henry Smith,	-	Plan of addition to General Post Office,	-	25 00
J. D. Boteler,	-	Locks and keys,	-	155 00
Charles Dean,	-	Twine and bags,	-	23 50
B. O. Tyler,	-	Map of Pennsylvania,	-	6 00
Ritchie & Gooch,	-	Advertising,	-	17 75
Pleasants & Smith,	-	Do.	-	11 75
Do.	-	Handbills,	-	2 00
William Young,	-	Portmanteaus,	-	66 92
Green & Jarvis,	-	Advertising proposals,	-	2 00
J. D. Boteler,	-	Mail locks and keys,	-	107 10
Way & Gideon,	-	Advertising,	-	600 00
William Young,	-	Portmanteaus,	-	79 69
Simon Ide,	-	Twine and wrapping paper,	-	323 31
True & Green,	-	Furnishing blanks and twine,	-	706 04
Hammond,	-	Printing,	-	135 75
Do.	-	Twine,	-	61 16
Sellers & Pennock,	-	Mail bags, portmanteaus, &c.	-	2,470 02
William D. Waples,	-	Advertising for carrying mail,	-	2 20
William Craig,	-	Mail bags,	-	544 20
William Young,	-	Portmanteaus,	-	53 62
William J. Stone,	-	Stamps,	-	55 21
Theodorus Bailey,	-	Blanks and twine,	-	19 68
Otho L. Williams,	-	Mail bags,	-	6 00
J. Nicholson,	-	Bill of costs in suit vs. J. Chevereaux,	-	18 00
Do.	-	Do. vs. J. Converse,	-	18 83
				15,019 21
		Deduct amount received for fifty copies of list of post offices,	-	26 00
				14,993 21
		[C.] 1st July to 1st October, 1828.		
R. C. Stockton,	-	For two post coaches,	-	1,300 00
Peter Force,	-	Printing,	-	2,731 25
Andrew Way,	-	Sundry bills of paper,	-	2,232 50
John R. Bailey,	-	Blanks, wrapping paper, and twine,	-	99 93
Do.	-	Do. do.	-	493 90
Do.	-	Wrapping paper and twine,	-	139 50
Andrew Way,	-	Sundry bills of paper,	-	1,522 50
William Smith,	-	As special agent for the Department,	-	25 00
William Cooper, jun.,	-	For printing,	-	823 00
William Young,	-	Mail bags,	-	50 62
Isaac Hill,	-	Advertising proposals,	-	93 00

STATEMENT A, No. 2—Continued.

To cash paid—			
John Prentiss,	-	For advertising,	\$48 00
Charles Dean,	-	Twine,	60 25
William Young,	-	Portmanteaus,	68 41
Pleasants & Smith,	-	Advertising,	13 31
Charles Dean,	-	Twine,	72 45
Snowden & Co.,	-	Advertising,	1,140 00
Simon Ide,	-	Blanks and wrapping paper,	1,392 47
Pleasants & Smith,	-	Advertising,	13 19
William Young,	-	Saddlery,	78 37
G. Burkhardt,	-	Wrapping paper,	32 00
J. D. Boteler,	-	Locks and keys,	230 20
J. Howard,	-	Advertising,	20 00
True & Green,	-	Wrapping paper,	791 55
William Smith,	-	Prosecuting mail robber,	108 00
W. J. Stone,	-	Stamps,	107 85
Ritchie & Gooch,	-	Advertising,	43 75
John R. Bailey,	-	Wrapping paper and twine,	594 06
C. D. McLean,	-	Advertising,	40 00
J. D. Boteler,	-	Locks and keys,	173 90
Henry Bradley,	-	One hundred maps of the United States,	600 00
R. Tillotson,	-	Bills of costs in sundry cases,	1,166 75
T. Wetherspoon,	-	Do. do.	24 13
			<u>16,329 84</u>
		<i>1st October, 1828, to 1st January, 1829.</i>	
William Young,	-	For saddlery,	76 51
Way & Gideon,	-	Printing,	54 00
William Cooper, jun.,	-	Printing blanks, &c.,	770 80
Sellers & Pennock,	-	Mail bags, portmanteaus, &c.,	2,515 06
J. Monroe,	-	Advertising,	6 00
Simon Ide,	-	Blanks, paper, and twine,	1,454 04
Andrew Way,	-	Paper,	2,330 00
J. D. Davenport,	-	Advertising,	58 50
William Burke,	-	Newspaper subscription,	22 00
John Wise,	-	Portmanteaus,	31 56
H. Bradley,	-	One hundred maps of the United States,	600 00
L. Tucker,	-	Advertising,	102 00
J. B. Moore,	-	Do.	93 00
Lodge & Co.,	-	Furnishing blanks, printing, &c.,	198 50
G. Lockwood,	-	Services and expenses in prosecuting A. W. Howle for stealing from the mail,	180 00
William Young,	-	Portmanteaus,	60 90
W. J. Stone,	-	Stamps,	73 28
J. Kelborne,	-	Correcting list of post offices,	9 00
R. Morse,	-	Three days' service,	15 00
John Agg,	-	Services as agent,	50 00
William Craig,	-	Mail bags,	541 00
James B. Mower,	-	Advertising proposals,	75 00
Anderson & Irvin,	-	Attending examination of D. Dyer,	125 00
Alexander H. Wood,	-	As magistrate in the above case,	12 00
D. Fuller,	-	Do.	10 00
James H. Weakly,	-	Magistrate's fees in prosecuting Hubbard,	10 00
Theodorus Bailey,	-	Paper,	90 00
Andrew Way,	-	Paper,	1,450 00
W. J. Stone,	-	Stamps,	64 21
J. D. Boteler,	-	Mail locks,	198 00
Peter Force,	-	Printing,	550 00
John H. Henderson,	-	Mail bags,	10 00
J. M. Preston,	-	Bills of costs,	35 41
E. J. Lee,	-	Bills of costs in suit against Wheatley,	43
William Young,	-	Portmanteaus,	55 00
J. D. Boteler,	-	Locks and keys,	83 00
			<u>12,009 20</u>
		<i>1st January to 1st April, 1829.</i>	
Way & Gideon,	-	For printing,	25 50
M. T. Simpson,	-	As agent of the Department, expenses to Philadelphia, 1828,	12 50
William Young,	-	For portmanteaus,	44 04
Andrew Way,	-	Paper,	1,341 00
William Cooper,	-	Printing blanks, &c.,	802 40
Gales & Seaton,	-	Printing, &c.,	2,660 50
J. D. Boteler,	-	Locks and keys,	174 15
D. Marvin,	-	Map of New York,	7 00
Simon Ide,	-	Blanks, wrapping paper, &c.,	1,449 11
William Craig,	-	Mail bags,	662 80
William Young,	-	Portmanteaus,	50 55
E. T. Bridge,	-	Examining charges vs. Postmaster at Bangor,	78 75
Peter Force,	-	Printing,	3,127 50
Gales & Seaton,	-	Printing,	524 62
William J. Stone,	-	Stamps,	54 00
Andrew Way,	-	Furnishing paper,	1,455 00
William Young,	-	Portmanteaus,	63 74
Do.	-	Repairing mail bags,	71 99
McYoung,	-	Fees of deputy sheriff in prosecuting David Dyer in Alabama,	22 00

STATEMENT A, No. 2—Continued.

To cash paid—			
M. T. Simpson,	-	As agent, travelling expenses,	\$27 00
J. D. Boteler,	-	For locks and keys,	102 00
Do.	-	Expenses in bearing President's message in 1829,	12 00
Lodge & Co.	-	Printing blanks,	50 87
B. B. Clarke,	-	As agent in special journey,	5 40
J. Nightingale,	-	For ruling blanks, &c.,	330 00
Andrew Way,	-	Paper,	1,187 50
Samuel L. Gouverneur,	-	Paper, twine, and blanks,	733 62
Charles Dean,	-	Twine,	42 50
J. H. Bradley,	-	Map,	300 00
True & Green,	-	Printing blanks, &c.,	1,916 41
John Crozier,	-	Printing mail proposals,	19 60
J. Sutherland,	-	Bill of costs in several cases,	140 15
H. Prillas,	-	Costs of suit vs. Robert Chandleny,	24 70
C. J. Ingersoll,	-	Bill of costs,	108 00
J. Sutherland,	-	Do.	6 77
William Murphy,	-	Fee in prosecuting mail robber,	20 00
			<u>17,653 67</u>
		<i>1st April to 1st July, 1829.</i>	
Way & Gideon,	-	For printing,	319 50
Andrew Way,	-	Paper,	1,500 00
Thomas Scott,	-	Services as agent,	20 00
John West,	-	Inspecting postmasters, mail contractors, and carriers,	300 00
S. L. Gouverneur,	-	Blanks, wrapping paper, and twine,	1,390 87
Andrew Way,	-	Paper,	1,587 50
Do.	-	Paper,	1,393 25
Do.	-	Paper,	4,889 50
William Young,	-	Portmanteaus,	69 25
Way & Gideon,	-	Printing,	30 00
William Cooper, jun.,	-	Printing,	563 70
F. S. Myer,	-	Printing,	209 00
S. Ide,	-	Printing, paper, twine, &c.,	1,073 48
Gales & Seaton,	-	Printing,	6 00
Bartow & Co.,	-	Paper,	112 00
S. Ide,	-	Wrapping paper and twine,	611 16
Sellers & Pennock,	-	Portmanteaus,	3,219 20
D. Green,	-	Printing and paper,	296 00
W. R. Abbot,	-	Advertising,	2 00
J. D. Boteler,	-	Locks and keys,	109 30
William Young,	-	Portmanteaus,	64 50
J. Nightingale,	-	Ruling blanks,	302 25
M. T. Simpson,	-	As agent,	23 90
Lodge & Co.	-	For blanks,	96 00
John Wise,	-	Repairing portmanteaus,	57 25
D. Green,	-	Printing,	102 25
William Young,	-	Saddlery,	42 54
J. D. Boteler,	-	Locks and keys,	132 30
William J. Stone,	-	Stamps and seals,	64 00
William Young,	-	Saddlery,	31 50
J. Tompkins,	-	Attorney's fees, and apprehending mail robber,	35 00
True & Green,	-	Blanks, wrapping paper, and twine,	314 33
D. Green,	-	Printing,	110 75
A. Bradley,	-	Maps,	600 00
F. S. Myer,	-	Printing,	141 25
William Young,	-	Saddlery,	31 50
J. D. Boteler,	-	Mail locks,	153 70
D. Green,	-	Blanks,	118 33
John Duer,	-	Bills of costs,	133 06
George Blake,	-	Costs of suits,	194 39
L. A. C. Elmer,	-	Bill of costs,	115 81
J. W. Denny,	-	Attending suit vs. J. Jackson,	10 00
John Simmons,	-	Bill of costs,	39 25
			<u>20,614 57</u>
		Deduct, by Mahlon Roach, late postmaster of Hillsborough, Virginia,	39 83
			<u>\$20,574 74</u>
		<i>[D.] 1st July to 1st October, 1829.</i>	
E. De Krafft,	-	For ruled paper,	85 00
R. Blodget,	-	Her dower on General Post Office building,	83 33
William Young,	-	Saddlery,	14 00
E. T. Bridge,	-	As agent to the Department,	40 00
J. Goodbar,	-	For two mail bags,	8 00
William Young,	-	Saddlery,	21 00
A. L. Mills,	-	As agent to the Department,	60 00
William Craig,	-	For mail bags,	632 10
S. Ide,	-	Blanks,	865 09
William Harvey,	-	As agent of the Department,	33 00
R. Burch,	-	Do. do.	33 00
F. S. Myer,	-	For printing,	297 50
J. D. Boteler,	-	Locks,	153 70
D. Green,	-	Blanks,	160 75
A. B. Waller,	-	Wrapping paper,	100 50

STATEMENT A, No. 2—Continued.

To cash paid—				
Charles Bell,	-	As agent to the Department,	-	\$33 00
R. Burch,	-	Do. do.	-	33 00
William Harvey,	-	Do. do.	-	33 00
William Young,	-	For saddlery,	-	6 75
E. De Kraft,	-	Books, ruling, &c.	-	1,280 00
J. Howard,	-	Printing,	-	25 00
Do.	-	Mail bags,	-	23 50
George Burkhart,	-	Wrapping paper, printing, &c.	-	40 00
True & Green,	-	Printing,	-	1,114 03
Simon Ide,	-	Do.	-	293 33
John D. Boteler,	-	Locks,	-	131 00
M. Hayes,	-	Expenses in arresting mail robbers,	-	29 33
A. Hutchinson,	-	Mail bags,	-	5 00
E. Shepley,	-	Bill of costs in conducting suits,	-	61 85
				5,695 76
		1st October, 1829, to 1st January, 1830.		
R. Burch,	-	As agent,	-	34 00
Charles Bell,	-	Do.	-	34 00
William Harvey,	-	Do.	-	34 00
F. S. Myer,	-	For printing,	-	109 00
J. Borrows,	-	Putting up blanks,	-	100 00
A. M. Duncanson,	-	Pay books,	-	108 00
Rebecca Blodget,	-	Her dower on General Post Office building,	-	83 33
Woodson & Price,	-	Apprehending William Oden,	-	12 88
J. Goodwill,	-	Apprehending the mail robber Cox, in 1826,	-	200 00
Simon Ide,	-	Blanks,	-	1,789 44
Sellers & Pennock,	-	Portmanteaus,	-	2,248 32
William Young,	-	Saddlery,	-	36 50
J. D. Boteler,	-	Locks and keys,	-	22 00
D. Green,	-	Printing,	-	247 50
True & Green,	-	Do.	-	33 81
J. A. M. Duncanson,	-	Do.	-	27 00
P. L. Weeks,	-	Apprehending Johnson, suspected of mail robbery,	-	50 00
F. S. Myer,	-	Printing,	-	122 25
William Harvey,	-	As agent to the Department,	-	33 00
R. Burch,	-	Do. do.	-	33 00
Charles Bell,	-	Do. do.	-	33 00
D. Green,	-	For advertising,	-	71 75
William Craig,	-	Cotton bags,	-	523 40
E. De Kraft,	-	Books and printing,	-	360 00
Camak & Ragland,	-	Advertising,	-	100 00
William Young,	-	Saddlery,	-	15 75
Do.	-	Do.	-	42 00
R. R. Thrall,	-	Mending mail bags,	-	1 24
M. T. Simpson,	-	As agent, for expenses in trial of W. C. Butler vs. M. T. Simpson, agent General Post Office,	-	92 00
J. D. Boteler,	-	For locks and keys,	-	125 62
John McLean,	-	Advertising,	-	48 00
R. G. Lanphier,	-	Stamps,	-	30 00
D. Green,	-	Binding, &c.	-	94 00
Charles Bell,	-	As agent for the Department,	-	33 00
R. Burch,	-	Do. do.	-	33 00
William Harvey,	-	Do. do.	-	33 00
John Davis,	-	Do. do.	-	10 00
F. S. Myer,	-	For printing,	-	22 50
J. Reeside,	-	Various disbursements made by him to agents,	-	1,217 00
P. Heiskel,	-	Advertising,	-	110 00
D. Green,	-	Printing, &c.,	-	162 00
William Young,	-	Saddlery,	-	32 62
True & Green,	-	Printing,	-	401 15
Thomas McGrath,	-	As agent,	-	73 00
Rebecca Blodget,	-	For her dower on the General Post Office building,	-	83 33
Edmund Anderson,	-	As agent,	-	198 88
D. Green,	-	For printing, &c.,	-	2,623 50
D. Files,	-	Bills of cost,	-	11 00
C. J. Ingersoll,	-	Fees, expenses, &c., in trial of Butler vs. M. T. Simpson, agent General Post Office,	-	203 02
J. M. Goodenow,	-	Services in prosecuting Wm. Howe,	-	50 00
S. A. Hopkins,	-	Bills of cost,	-	104 83
J. Havens,	-	Do.	-	7 01
Warren Crow,	-	Do.	-	152 93
Charles Mullan,	-	Do.	-	15 20
J. G. Harrison,	-	Do.	-	38 00
S. A. Bower,	-	Do.	-	37 50
				12,547 26
		1st January to 1st April, 1830.		
F. S. Myer,	-	Printing,	-	40 50
W. H. Swift,	-	Services as topographical engineer,	-	208 00
E. De Kraft,	-	Printing, &c.,	-	253 75
Charles Bell,	-	Services as agent,	-	34 00
R. Burch,	-	Do.	-	34 00
William Harvey,	-	Do.	-	34 00
John Davis,	-	Do.	-	34 00
Adam Whann,	-	Expenses in recovering lost mail,	-	50 00
B. Chambers,	-	Engraving twenty stamps,	-	126 00
James Tate,	-	As agent,	-	40 33

STATEMENT A, No. 2—Continued.

To cash paid—			
Rebecca Blodget,	-	For her dower on General Post Office building,	\$83 33
A. Nash & Co.	-	Advertising,	5 25
John Sargeant,	-	Binding,	51 00
Duff Green,	-	Printing,	43 00
James H. Jeffers,	-	On account of apprehending mail robbers,	100 00
William Young,	-	For saddlery,	16 50
C. Gunn,	-	Advertising,	35 00
J. D. Boteler,	-	Locks and keys,	183 97
William Young,	-	Saddlery,	16 50
Simon Ide,	-	Blanks,	230 00
Do.	-	Do.	757 72
James Tate,	-	As agent,	16 67
Charles Bell,	-	As agent for the Department,	33 00
R. Burch,	-	Do. do.	33 00
John Davis,	-	Do. do.	33 00
William Harvey,	-	Do. do.	33 00
B. Chambers,	-	For stamps, &c.	54 00
F. S. Myer,	-	Printing,	54 00
J. A. M. Duncanson,	-	Do.	64 50
William Young,	-	Saddlery,	33 00
Timothy Green,	-	Twine,	59 58
William Morgan,	-	Freight on paper,	6 95
H. Gray,	-	Cleaning Post Office Department,	1 68
	-	Locks,	276 50
S. D. Ingham,	-	Account of John Hank, for paper,	525 00
George Finicane,	-	For printing proposals,	146 25
J. Williamson,	-	Expenses incurred in apprehending mail robber,	40 08
William Morgan,	-	Freight on paper, &c.	7 80
True & Green,	-	Blanks, wrapping paper, &c.	2,492 70
W. H. Swift,	-	Services as topographical engineer,	122 00
John Davis,	-	As agent of the Department,	33 00
Charles Bell,	-	Do. do.	33 00
R. Burch,	-	Do. do.	33 00
James Tate,	-	Do. do.	16 67
J. A. M. Duncanson,	-	For printing,	60 00
F. S. Myer,	-	Post bills,	9 00
J. D. Boteler,	-	Mail locks and keys,	114 45
B. Chambers,	-	Stamps, &c.	43 00
J. Reeside,	-	Reward and expenses of and for apprehending mail robbers,	979 06
William Young,	-	For saddlery,	23 00
Do.	-	Do.	6 50
William Morgan,	-	Freightage,	9 35
S. D. Ingham,	-	Account of John Hank, for paper,	650 65
S. H. Redfield,	-	For mail bags,	6 00
William Dougherty,	-	Bills of costs,	224 99
			8,651 23
		Deduct on account of bills of costs,	38 33
			\$8,612 90
		1st April to 1st July, 1830.	
F. S. Myer,	-	For printing blanks, &c.	124 00
Charles Bell,	-	As agent of the Department,	34 00
John Davis,	-	Do. do.	34 00
R. Burch,	-	Do. do.	34 00
James Tate,	-	Do. do.	16 66
J. A. M. Duncanson,	-	For printing,	71 00
William Craig,	-	Mail bags,	308 70
Rebecca Blodget,	-	Her dower on the General Post Office building,	83 33
J. D. Boteler,	-	Mail locks and keys,	130 97
William Morgan,	-	Freight on paper,	9 77
R. G. Lanphier,	-	Stamps,	15 00
Simon Ide,	-	Wrapping paper, blanks, and twine,	867 76
Do.	-	Do. do. do.	388 96
Sellers & Pennock,	-	Portmanteaus, mail bags, &c.	2,437 00
B. Chambers,	-	Stamps, &c.	126 00
E. De Krafft,	-	Printing, &c.	75 75
S. D. Ingham,	-	Account of John Hank, for paper,	801 23
R. G. Lanphier,	-	For stamps,	15 00
W. H. Swift,	-	Topographical engineer,	122 00
James Tate,	-	As agent of the Department,	16 66
Charles Bell,	-	Do. do.	33 00
John Davis,	-	Do. do.	33 00
R. Burch,	-	Do. do.	33 00
William Young,	-	For saddlery,	10 12
F. S. Myer,	-	Printing,	132 50
Duff Green,	-	Do.	343 31
John Hamer,	-	Attorney's fees, and expenses of suit,	63 00
Do.	-	Do. do.	75 00
William Smith,	-	As agent of the Department,	50 00
William Morgan,	-	For freight,	10 28
Duff Green,	-	Printing,	60 00
R. G. Lanphier,	-	Stamps, &c.	15 00
D. Green,	-	Printing, &c.	27 12
Do.	-	Do.	52 00
B. Chambers,	-	Stamps,	144 00
Geo. R. McElvy,	-	A letter box,	5 00
P. S. Loughborough,	-	As agent,	303 00

STATEMENT A, No. 2—Continued.

To cash paid—				
Charles Bell,	-	As agent for the Department,	-	\$33 00
James Tate,	-	Do. do.	-	16 66
John Davis,	-	Do. do.	-	33 00
R. Burch,	-	Do. do.	-	33 00
F. S. Myer,	-	For printing,	-	19 50
Peter Force,	-	Do.	-	3 75
Charles Dean,	-	Twine,	-	10 00
J. A. M. Duncanson,	-	Printing,	-	200 00
William Greer,	-	Do.	-	16 00
S. D. Ingham,	-	Account of John Hank,	-	649 72
J. D. Boteler,	-	For mail locks and keys,	-	187 00
True & Green,	-	Blanks, wrapping paper, &c.	-	750 55
Wm. H. Swift,	-	Topographical engineer,	-	92 00
D. Green,	-	Printing,	-	107 00
R. G. Lanphier,	-	Stamps,	-	15 00
D. Green,	-	Printing,	-	66 00
B. Chambers,	-	Stamps,	-	36 00
William Smith,	-	Examining mail route with a view of discovering an alleged robbery,	-	25 00
John W. Livingston,	-	Bills of costs,	-	29 44
John Havens,	-	Amount paid district attorney,	-	31 72
B. Allen,	-	Bills of costs,	-	6 74
E. J. Roberts,	-	Do.	-	80 38
Julius Guitau,	-	Additional allowance made for pursuing mail rob- bers, Otis, Firman, Putnam, and Cox,	-	550 00
Alexander G. Morgan,	-	Services as general agent of the Department,	-	828 25
Andrew Way,	-	For paper,	-	3,596 50
Michael T. Simpson,	-	As agent for the Department,	-	87 00
Andrew Way,	-	For paper,	-	950 00
Elijah Hayward,	-	As agent for the Department,	-	542 56
Andrew Way,	-	For paper,	-	3,054 00
Edmund Anderson,	-	As agent for the Department,	-	788 75
Andrew Way,	-	For paper,	-	630 00
Chester Bailey,	-	As agent for the Department,	-	432 37
M. T. Simpson,	-	Do. do.	-	35 00
Shadrack Penn, jun.	-	For printing and blanks, (several accounts,)	-	10,310 44
Duff Green,	-	For printing,	-	91 50
S. L. Gouverneur,	-	Postmaster, New York,	-	2,159 42
Shadrack Penn, jun.	-	For printing, &c.	-	627 50
D. Green,	-	Do.	-	2,123 50
Shadrack Penn, jun.	-	Do.	-	203 00
John Sargeant,	-	Book binding,	-	126 75
				\$36,679 12
		Deduct, by Shadrack Penn, jun., for paper purchased by him on account of the Department, and applied to his own use,	-	72 00
				\$36,607 12

K, No. 3.

Sir:

POST OFFICE DEPARTMENT, January 5, 1833.

I have the honor to enclose to you a statement of the sums paid out of the funds of this Department, to meet deficiencies in the appropriations for its contingent expenses, complete the repairs of the building in which the General Post Office is kept, made in the year 1826, and for clerk hire beyond what was provided for by law since July, 1824, amounting to the sum of \$12,628 24. In the sessions of Congress in 1826 and 1827, an account of the sums then expended was communicated to the Committee of Ways and Means, and appropriations asked to cover them; but, through the press of business, and the indisposition of the chairman of that committee at the last session, the subject was not acted upon by the committee.

I beg leave to refer to the communications heretofore made on this subject, (copies of which are enclosed,) and to remark, that in no instance has the expenditure of one dollar been incurred beyond what the public interest required. A close application to their duties, often beyond the office hours, has been given by all persons engaged in this office; and if the amount of labor annually performed were exhibited in detail, it would far exceed any estimate that has been formed of it.

The correspondence of the office, including the quarterly returns, exceeds six hundred communications received and sent daily; some of them containing many hundred vouchers each. Between forty and fifty thousand accounts are examined and settled annually, besides other branches of labor, which it would be tedious, and, it is hoped, unnecessary to enumerate.

The business of the Department cannot be successfully done but by applying the necessary force at all times, and I have not hesitated to employ it. The results, it is believed, have shown the correctness of this policy.

As the above sums have been paid out of the funds of the Department, it will only be necessary to provide that the account of the Postmaster General shall be credited to that amount at the Treasury.

It is indispensable that the entire building, now occupied, in part, by the officers of this Department, should be appropriated to their exclusive use. Five, and in some instances six clerks, are obliged to occupy a small room, which does not afford convenient space for their desks and papers. Cases of papers are placed in the entries, and are often exposed; and clerks engaged in the same branch of business, who have occasion hourly to refer to the books and papers of each other, cannot be placed together for want of sufficient rooms. By this inconvenience, the public business is not only retarded, but less accurately executed than it would be under a proper arrangement. I would, therefore, respectfully suggest to the committee the propriety of authorizing the Postmaster General to construct, with the funds of the Department, a building on the public ground near the General Post Office, for the accommodation of the city post office and the patent office. It is believed that a substantial building for these purposes may be erected for the sum of \$12,000.

Five additional clerks will be necessary in this Department. The business increases as rapidly as the operations of the mail are extended, and the public interest requires that the force of the office should be augmented. The active operations of more than twenty-five thousand agents are regulated by this office, most of them acting inde-

pendently of each other, each being responsible to the head of the Department. In these operations the people have a direct interest; and every omission of duty produces some inconvenience, and requires an immediate remedy. This can only be applied, and the prosperity of the Department rapidly advanced, by affording to the office the necessary means to discharge its duties accurately and promptly.

As the clerks of this Department receive less, on an average, for their services, than is paid for similar services in the other Departments, it is hoped that, should the clerk-ships now applied for be granted, the compensation will be fixed at one thousand dollars, each, per annum.

I have the honor to be your obedient servant,

JOHN McLEAN.

HON. GEORGE McDUFFIE, *Chairman Committee of Ways and Means.*

L, No. 4.

Organization of the Post Office Department, and assignment of duties to the officers and clerks by the Postmaster General, arranged for the 1st January, 1831.

FIRST DIVISION.

Charles K. Gardner, *Senior Assistant Postmaster General*—Is charged with the duties appertaining to the finances of the Department; with the general supervision, under the direction of the Postmaster General, of the duties performed in the offices of this division, and particularly with the cash disbursements; with the controlling of all "incidental" accounts which are audited by the chief clerk; and with examining and reporting to the Postmaster General, when deficient, the deposits of the weekly, monthly, and quarterly proceeds of "depositing" post offices.

Book-keepers.

Thomas B. Dyer, *Principal Book-keeper*—Is charged with the books of the North and East section, to wit: five ledgers, containing 2,988 postmasters' accounts; the contractors' accounts of this section, 443, as well as the general accounts of the Department; a journal, containing the transportation credits to the contractors, and abstract of the day book of this section, which contains the ordinary entries by the book-keepers, solicitor, and principal pay clerk. Salary \$1,400.

Richard Dement, *Second Book-keeper*—Charged with the books of the South and West section, to wit: four ledgers, containing 2,741 postmasters' accounts, and the contractors' accounts of this section, 456; a journal, and a day book: all containing and kept as in the preceding section. Salary \$1,100.

John F. Boone, *Third Book-keeper*—Charged with the books of the Middle section, to wit: four ledgers, containing 2,388 postmasters' accounts; all contractors' accounts of this section, 400; a journal, and a day book: containing and kept as above. Salary \$800.

The book-keepers also keep ledger N, of balances due from late postmasters and contractors, and have charge of the cash book kept by the assistant's bank clerk.

Total postmasters' accounts, 8,117; of contractors' accounts, 1,299; making, with the current settlements of ledger N, an aggregate of more than 10,000 accounts, in thirty books, to be balanced quarterly.

Solicitor's Office.

Joseph W. Hand, *Solicitor*—To whom is assigned the final settlement or closing of all accounts; the collection of balances; the commencement of suits; and the correspondence with the United States district attorneys and others in relation thereto; also, the correspondence concerning the passed accounts of postmasters. Salary \$1,400.

John G. Whitwell—Assists the solicitor in transmitting the prepared statements of late and present postmasters' accounts, and in the correspondence connected therewith. Salary \$800.

David Koonse—Prepares statements of the accounts of present postmasters and contractors. Salary \$1,000.

*William H. Dundas—Prepares statements of the accounts of late postmasters and late contractors. Salary \$600.

*Richard Emmons—Copies accounts of late and present postmasters and contractors. Salary \$800.

Pay Office.

John Suter, *Principal Pay Clerk*—Examines the accounts of all contractors for the transportation of the mail; ascertains their dues; issues the drafts in their favor on the postmasters belonging to their routes; keeps the pay books of the pay due, of the sums drawn from the post offices, and of the drafts and checks transmitted; and furnishes certificates to the assistant of the sums for which checks are required to meet all payments for transportation. He is also agent for the payment of salaries of the officers, clerks, and others of the Department proper. Salary \$1,400.

William Deming—North and East section. Salary \$1,000.

F. G. Blackford—Middle section. Salary \$800.

*James Cowlidge—South and West section. Salary \$800.

The division of States in these sections is the same as that of the book-keepers.

These pay clerks fill up all drafts on postmasters, (upwards of 25,000 in number per annum,) and transmit them to the contractors.

*John Marron—Prepares statements of contractors' accounts, and of present postmasters', for the solicitor. Salary \$800.

Examiner's Office.

William G. Eliot, *Chief Examiner*—Who is charged with the crediting and examining of all postmasters' accounts; the correspondence connected therewith; receiving and depositing in bank such remittances as are specially authorized; returning what is not receivable; and with notifying and reporting delinquents. Salary \$1,300.

Josiah F. Caldwell—Examines, compares, corrects, and notes the balances of letters on hand. Salary \$1,000.

Joseph Haskell—*Examiner* for Pennsylvania and South Carolina. Salary \$1,000.

Presley Simpson—*Examiner* for part of New York. Salary \$1,000.

Joseph Sherrill—*Examiner* for part of New York. Salary \$800.

William French—*Examiner* for New Jersey, Georgia, Florida, Mississippi, Louisiana, Arkansas Territory, Tennessee, and Missouri. Salary \$800.

John G. Johnson—*Examiner* for Virginia, North Carolina, and Illinois. Salary \$800.

John H. Waggaman—*Examiner* for Maryland, Ohio, and District of Columbia. Salary \$800.

*James H. Doughty—*Examiner* for Maine, Massachusetts, Rhode Island, Connecticut, and Canada mails. Salary \$800.

*William G. Eliot, jun.—Assists the chief examiner. Salary \$600.

*Thomas Arthur Scott—*Examiner* for New Hampshire, Vermont, Delaware, Alabama, Kentucky, Indiana, and Michigan Territory. Salary \$600.

Register's Office.

David Saunders, *Chief Register*—Prepares all the accounts of the Department for the Treasury, with their vouchers, with a general quarterly account current; corresponds for deficient vouchers; and does the correspondence in the register's business, notifying the errors of all postmasters' accounts, and explaining questions relating to them. Salary \$1,100.

John McLeod, *Register*—South and West section. Salary \$1,200.

Thomas Arbuckle, *Register*—North and East section. Salary \$1,000.

William C. Ellison, *Register*—Middle section. Salary \$1,000.

These register the accounts current of all postmasters, designating the different items of charge in each particular account, and re-examine and note the errors in the book of errors.

Samuel Fitzhugh—Makes abstracts of the register's books of postmasters' accounts, and numbers and files the quarterly accounts of all postmasters. Salary \$1,000.

William C. Lipscomb—Collects, compares, numbers, and files contractors' receipts and other vouchers; arranges abstracts, and prepares calls for deficient vouchers. Salary \$1,000.

*John P. Denny—Makes abstracts of the transportation accounts, and arranges the vouchers of these for the Treasury. Salary \$800.

*A. H. Fitzhugh—Assists in abstracting register's books. Salary \$600.

Attached to the First Division.

Nicholas Tastet—Keeps the assistant's bank ledger, the cash book, and the book of "depositing post offices," and makes monthly and quarterly exhibits of the cash received, disbursed, and in deposit. Salary \$1,100.

Grafton D. Hanson—Assists in the correspondence of the assistant, records letters of this division, and of the Postmaster General. Salary \$1,000.

*John Taylor, *Register of Letters*—Endorses, registers, numbers, and files letters received in this and the third division, and records letters. Salary \$800.

SECOND DIVISION.

Selah R. Hobbie, *Assistant Postmaster General*—To whom is assigned, under the Postmaster General, the charge of the duties appertaining to the establishment and regulation of post offices; the appointment, supervision, and instruction of postmasters; and the security of remittances by mail: requiring a supervision of the offices of this division, and especially of the office of appointments; the direction of its duties and correspondence; the examination of mail routes, in order to determine the location of new offices; and the reporting of cases of applications and complaints for the decision of the Postmaster General.

Office of Appointments.

Andrew M. D. Jackson, *Corresponding Clerk*—For the States of New York and Pennsylvania. Salary \$1,100.

Samuel Gwin, *Corresponding Clerk*—For the States of North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana, Tennessee, Kentucky, Indiana, Illinois, Missouri, and the Territories of Florida and Arkansas. Salary \$1,000.

John T. Temple, *Corresponding Clerk*—For the States of Delaware, Maryland, Virginia, Ohio, the District of Columbia, and the Territory of Michigan. Salary \$1,000.

*Estwick Evans, *Corresponding Clerk*—For the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New Jersey. Salary \$800.

Their duties consist in the examination and endorsement of memorials, letters, and reports; obtaining and noting information from the book-keepers and the office of mail contracts; filing papers in appropriate parcels and cases; notifying charges against postmasters and assistants, and complaints of the location of offices; writing references of cases, and for statements of distances, routes, and other topographical information, and otherwise assisting in the correspondence of this office. They also prepare abstracts of cases; register and attest commissions; and enter the changes, discontinuances, and appointments, in the bond book, with the penalties of the bonds; inspect all bonds after execution, and return them for correction when required.

*Charles S. Williams—Prepares the letters of appointment, of discontinuance, and bonds, with the oaths and blanks for new offices, for transmission; writes notices of appointment, change, and discontinuance; enters them, and the statements of distances, in the appointment book, and posts therefrom into the register of postmasters; enters all changes in post offices in the alphabetical book of changes, and in the State book of changes; prepares all commissions, and furnishes the office of mail contracts with a statement of all newly established offices requiring a change of route, private offices, and offices discontinued. Salary \$800.

*Edmund Burke—Records and transmits the letters from the office of appointments, and occasionally aids the preceding clerk. Salary \$600.

Joseph Borrowes, *Messenger*—His duty is to put up all packets of blanks for postmasters, keys, locks, stamps, tables of post offices, laws, and instructions to be franked; to keep an account thereof; to superscribe all such as are to be sent to old offices, and to seal all commissions. Salary \$400.

Dead Letter Office.

Michael T. Simpson, *Superintendent*—His duty is to examine dead letters containing articles of value; to enter, number, and transmit each, with its contents, to the writer or owner, in a letter to the postmaster nearest his residence, with receipts to be executed; and if a dead letter is returned, to note it, &c. In cases of enclosures that are not money, he numbers the letters and contents; enters, endorses, and files them, if law papers, in the order of States; if others, alphabetically. It is his duty also to make searches; to answer applications for enclosures; to correspond with postmasters on the subject of dead letters sent to them for delivery, and to report special failures; also, to complete the unfinished business of filing and arranging the old papers. The moneys remaining on hand are periodically deposited in bank, subject to the future claims of the owners thereof. Salary \$1,200.

Matthias Ross, salary \$1,000, }

*Livy McLean Blair, salary \$600, }

assist the superintendent in the preceding duties.

N. B. Near 500,000 dead letters were returned during the last year.

Office of Instruction and of Mail Depredations.

P. S. Loughborough—Corresponds with postmasters in relation to their official rights and duties under the law and the standing instructions, and communicates the decisions of the Postmaster General on such questions; directs, under his orders, prosecutions for violations and mail robberies; attends to all cases of mail losses and depredations, and of lost letters. Connected with this duty, is that of corresponding with agents of the Department, making out their instructions, receiving their reports, and reporting charges and information to the Assistant Postmaster General.

THIRD DIVISION.

Obadiah B. Brown, *Chief Clerk*—Is charged with the duties of this division, and especially as superintendent of the "office of mail contracts."

Office of Mail Contracts.

The business done in this branch is the regulating and adjusting mail routes and their connexions; the times of arrival and departure of mails; the frequency of their trips, and conduct of contractors and carriers; arranging, preparing, and advertising mail routes; recording and comparing, at the appointed times, proposals for contracts, with the testimonials of the persons proposing; completing the contracts; procuring and supplying mail portmanteaus, bags, and locks; arranging distributing post offices, and the distribution to be made at each; keeping a route book of all the mail routes, post offices thereon, and their relative positions and distances, and conducting the correspondence in relation to the above duties. The division of duties among the clerks is as follows:

Arthur Nelson, *Corresponding Clerk*—For the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York. Salary \$1,100.

George L. Douglass, *Corresponding Clerk*—For the States of Virginia, North and South Carolina, Georgia, Florida Territory, Alabama, Mississippi, Louisiana, and Tennessee. Salary \$1,000.

George Breathitt, *Corresponding Clerk*—For the States of New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia, Kentucky, Ohio, Michigan Territory, Indiana, Illinois, Missouri, and Arkansas Territory. Salary \$1,000.

Their duties consist in the examination of petitions, letters, and reports; endorsing on the back of each, for the inspection and decision of the Postmaster General, their respective contents; filing papers in their proper cases; examining the claims of contractors for special and additional services; noting the alterations on contracts; requiring contractors to supply newly established offices, and notifying changes in routes; furnishing, at stated periods, the superintendent, for the examination of the Postmaster General, with memoranda showing the amount of additional allowances, stating to whom and on what contracts such allowances have been made; and in doing that part of the correspondence, &c. which relates to the States annexed to their names.

Thomas B. Addison—Keeps the proposal books; files proposals and oaths of mail carriers; fills contracts and bonds for execution, and has them in general charge; prepares them for the Treasury, and statements of them for Congress. Salary \$1,000.

Walter D. Addison—Records and prepares for transmission all letters relating to the business of this division. Salary \$1,000.

*John J. Lehmanowsky—Collects the names and location of the post offices on each mail route in the Union, ascertains their distances from each other, and arranges them on the route book. Salary \$800.

Office of Chief Clerk.

Under the direction of the chief clerk, the following clerks are employed:

Edmund F. Brown—Endorses and registers, after being audited, all accounts of the Department, except for transportation; registers all checks for money; keeps the chief clerk's moneyed transactions; and examines and answers such miscellaneous letters as are committed to him by the chief clerk. Salary \$800.

—Prepares statements for Congress, and for the different Departments of the Executive; and assists the chief clerk in miscellaneous duties.

Those marked with a (*) are extra and temporary clerks, who are necessarily employed to discharge the duties annexed to their names, until further provision is made by law.

NOTE.—The division of States which obtains with the book-keepers, and generally governs in the division of duties in this Department, is as follows:

North and East section.—1. Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut. 2. New York.

Middle section.—1. New Jersey, Pennsylvania, Delaware, Maryland, District of Columbia. 2. Kentucky, Ohio, and Michigan Territory.

South and West section.—1. Virginia, North Carolina, South Carolina, Georgia, Florida Territory. 2. Alabama, Mississippi, Louisiana, Arkansas Territory, Tennessee, Indiana, Illinois, and Missouri.

M, No. 5.

Statement of postmasters who have become defaulters to the Government since April 6, 1829, with the date of the defalcation, and the balance due from each.

Postmasters.	Office.	State.	Defalcation.	Date.	Steps taken to collect.
John Fitzgerald, -	Pensacola, -	Fl. Ter.	\$1,171 68	May 6, 1830,	Sued July 28, 1830.
Charles C. Mills, -	Tarver's Mills, -	Georgia,	140 37	Oct. 1, 1829,	" July 28, "
John Fisher, -	Bear Gap, -	Penn. -	54 78	Oct. 1, 1829,	" Aug. 13, "
Samuel McKenzie, -	Philadelphia, -	Tenn. -	44 16	Oct. 1, 1829,	" Aug. 13, "
B. Robinson, -	Cahawba, -	Alabama,	239 30	July 1, 1829,	" Aug. 14, "
Abner Pitts, -	Cahawba, -	Alabama,	178 70	Jan. 1, 1830,	" Aug. 14, "
Josiah Ramsay, -	Jefferson City, -	Missouri,	377 58	Oct. 27, 1829,	" Aug. 27, "
James W. Combs, -	Pulaski, -	Tenn. -	325 76	Sept. 20, 1829,	" Aug. 27, "
Moody Chase, -	Dyer Court-house, -	Tenn. -	135 89	Jan. 1, 1830,	" Nov. 2, "
Squire Streeter, -	St. Augustine, -	Fl. Ter.	915 03	July 28, 1830,	" Nov. 2, "
James H. Collins, -	Vernon, -	N. York,	230 84	July 1, 1829,	" Dec. 2, "
Anson K. Parsons, -	Enfield, -	Conn. -	146 60	July 1, 1829,	" Dec. 2, "
Lemuel Ford, -	Charleston, -	Indiana,	135 07	Jan. 1, 1830,	" Feb. 7, 1831.
Joseph C. Holmes, -	Claverack, -	N. York,	109 90	May 16, 1829,	" Feb. 8, "
Shepard Kollock, -	Elizabethtown, -	N. Jersey,	256 61	April 39, 1829,	" Feb. 8, "
John E. Kreider, -	Kreidersville, -	Penn. -	92 68	Aug. 22, 1829,	" Feb. 8, "
David L. McKee, -	Lancaster, -	Kent'ky,	213 11	May 27, 1829,	" Feb. 8, "
Amasa Hitchcock, jun., -	Cheshire, -	Conn. -	993 78	Oct. 1, 1830,	" Dec. 11, 1830.

In the above cases, suits have been instituted in the district courts of the United States on the bond and account of each postmaster.

There are other cases of defalcations by postmasters, who, in many of the instances, have been removed, or who have resigned subsequently to their defaults, but which have been secured or settled without suit. These cases are various in degrees, both as to time and amount of defalcation, but are not entered on any particular statement or book, in the manner of cases in which suits are instituted. Want of time prevents a recapitulation of this class of

defalcations, as the statements are spread through the files and books of the Department; and in many of these cases there would be an inherent difficulty in completing the list. In some instances, probably to avoid suits, the payments have been made at so early a period after the defalcation occurred, that it might be a questionable point to determine that such persons should be reported as defaulters at this time, the default being so temporary. In all cases of default prior to the 1st July, 1830, suits have been instituted against such as gave no just ground of hope for an amicable settlement; and, in other cases, transcripts of their accounts have been made from the books of the Department, and transmitted for collection. In many cases, drafts have been made on the defaulting postmasters, or their sureties; and in others, they have been directly called upon for payment through the agency of other postmasters. With respect to those cases which have appeared since the 1st of July, 1830, they have not been generally acted upon; this branch of business being nearly three months in arrears, from the circumstance that the force regularly employed upon it has been necessarily engaged in the preparation of reports in obedience to the calls of the Senate.

N, No. 6.

A list of contracts, made in October, 1829, for the western section of the United States, agreeably to proposals advertised, on which the lowest bids were not accepted, with the reasons assigned therefor in each particular case.

Route No.	Contracts.	Amount per annum.
IN INDIANA.		
3	Vernon to Paoli, once a week, 48 miles: Accepted to Major Ringo, at - - - - - James Dugan bid \$168 per annum. Dugan bid for 31 routes, and his recommendation was not sufficient to justify the belief that he would be competent to the undertaking; the bid of Ringo was, therefore, preferred.	\$175 00
5	Charleston to New Providence, once a week, 17 miles: Accepted to Major Ringo, at - - - - - William Gibson bid \$39 per annum. Gibson's bid was much lower than any person could afford to perform the service for, and there was no assurance given to the Department of his ability to perform; his bid was, therefore, rejected.	50 00
8	Lawrenceburg, by Georgetown, &c. to Lawrenceburg, once a week, equal to 31 miles: Accepted to Luther Hinman, at - - - - - Wyeth and St. John bid \$100 per annum. Hinman was the former contractor, approved, and therefore preferred.	104 00
9	Madison to Versailles, once a week, 25 miles: Accepted to Major Ringo, at - - - - - Frederick Green bid \$70 per annum. Green was not recommended; therefore his bid was rejected.	75 00
10	Brownstown to Terre Haute, once a week, 134 miles: Accepted to Alfred J. Athan, at - - - - - Joseph A. Wright bid \$334 per annum. Wright was not sufficiently known nor recommended; therefore his bid was rejected.	398 00
26	Dickson's Mills to Montezuma, once a week: Accepted to Eli Newling, at - - - - - Washington Walls bid \$98 per annum. Newling was the former contractor, and approved; the preference was, therefore, given to him.	100 00
40	Eugene or Covington to Fort Wayne, once in two weeks: Accepted to George Smith, at - - - - - Thomas W. Mansfield bid \$338 per annum. Smith was the former contractor; Mansfield unknown: the preference, therefore, was given to Smith.	350 00
49	Versailles to Brownstown, once a week, 50 miles: Accepted to John Boner, at - - - - - D. R. Midcap bid \$140. Boner was much more satisfactorily recommended than Midcap; it was therefore deemed most safe to give him the preference.	149 00
IN ILLINOIS.		
60	Maysville to St. Louis, 130 miles, twice a week on part, and once on part, two-horse stages: Accepted to Mills and Wetzell, at - - - - - E. B. Clemson bid \$990 per annum. Mills was the former contractor, and approved; his horses and stages were already on the route; therefore, the preference was given to him.	995 00
72	Vandalia to Carmi, once a week: Accepted to John Enochs, at - - - - - Robert Blackwell bid \$200 per annum. Blackwell was unknown, and not recommended; his bid was, therefore, rejected.	340 00
76	Peoria to Galena, once a week, 130 miles, in stages: Accepted to John D. Winters, at - - - - - Pinney Adams bid \$600 per annum. Adams proposed to carry on horseback; Winters proposed to carry it in stages: his bid was, therefore, accepted.	800 00
IN MISSOURI.		
87	Perryville to Gasconade court-house, once a week, 150 miles: Accepted to Edward M. Holden, at - - - - - Hugh Barclay bid \$600 per annum. Barclay was not sufficiently known, nor recommended; his bid was, therefore, rejected.	672 00
95	Fredericktown to Jackson, once a week, 50 miles: Accepted to William Dillard and R. L. Cobb, at - - - - - Spiva and Porter bid \$160 per annum. The recommendation of Spiva and Porter was not satisfactory; therefore, their bid was rejected.	195 00

LIST OF CONTRACTS—Continued.

Route No.	Contracts.	Amount per annum.
IN TENNESSEE.		
97	Blountsville to Knoxville, thrice a week, 100 miles: Accepted to Rufus Stanley, at - - - - -	\$1,950 00
	Larkin Maxwell bid \$3,000 per annum. Maxwell was not satisfactorily recommended; his bid was, therefore, rejected.	
116	Ashville, N. C., to Cheek's Cross Roads, once a week, 80 miles: Accepted to Samuel Newland, at - - - - -	780 00
	Ambrose Slater bid \$100 per annum. Slater's proposal was to carry on horseback; Newland's in stages; his proposal was, therefore, accepted.	
119	Knoxville to Cumberland Gap, once a week, 82 miles: Accepted to John Hill, at - - - - -	295 00
	Hugh Barton bid \$288 per annum. Hill was the former contractor, and approved; the preference, therefore, was given to him.	
120	Knoxville to Tazewell court-house, once a week, 40 miles: Accepted to John Hill, at - - - - -	180 00
	William McBee bid \$175 per annum. Hill was the former contractor, and approved; the preference was, therefore, given to him.	
140	Carthage to Monroe, once a week, 61 miles: Accepted to J. Murphy, at - - - - -	215 00
	S. Hinds bid \$199 per annum. Hinds was not sufficiently known, nor recommended; his bid was, therefore, rejected.	
165	Covington to Warehouse, Mi., once a week: Accepted to John H. Collins, at - - - - -	85 00
	R. Wilcox bid \$80 per annum. Collins, the former contractor, approved; the preference, therefore, was given to him.	
170	Columbia to Jackson, once a week, 140 miles: Accepted to Stokes and Springer, at - - - - -	554 00
	James Jeffreys bid \$549 50 per annum. Jeffreys was not recommended; his bid was, therefore, rejected.	
IN ALABAMA.		
195	Fort Mitchell to Montgomery, thrice a week, 90 miles: Accepted to William Walker, at - - - - -	4,330 00
	Walter B. Lucas bid \$2,900 per annum. Walker proposed to run post coaches, and so to increase the expedition as to gain one day in this and the route connecting this with Mobile, which would connect the New Orleans mail with the Atlantic cities one day quicker; it was, therefore, accepted as the most eligible bid.	
200	Blakely to Mobile Point, once in two weeks, 60 miles: Accepted to Patrick Byrne, at - - - - -	357 00
	James W. Johnson bid \$310 per annum. Johnson had been a very inefficient contractor; his proposal was, therefore, rejected.	
201	Claiborne to Washington court-house, 50 miles, once a week; from Claiborne to Coffeeville, once a week: Accepted to A. B. Cummings, at - - - - -	848 00
	R. R. Moore bid \$800 per annum. Cummings was the former contractor, and approved; Moore was not sufficiently known: the preference was, therefore, given to Cummings.	
	From Mobile to New Orleans, in steamboats and stages; advertised April 15th, to be determined July 12, 1829: Accepted to James Reeside & Co., at - - - - -	25,000 00
	Addison W. Lane bid \$9,000 per annum. Several others bid lower than the accepted proposals, but the route required a large investment in steamboats, and no evidence was given of the ability of any of the underbidders to fulfil the contract. After the delay of a week to obtain such evidence, if it existed, the decision was made as above, because confidence was not warranted in any lower bid.	
229	Woodville to Columbia, once a week, 95 miles: Accepted to William S. Fidler, at - - - - -	700 00
	Minor M. Whitney bid \$685 per annum. Fidler was the former contractor, and approved; the preference was, therefore, given to him.	
255	Hampstead court-house to Conway, once in two weeks, 70 miles: Accepted to Joshua Morrison, at - - - - -	225 00
	Allen M. Oakley bid \$230 per annum. Morrison was the former contractor, and approved; therefore, the preference was given to him.	

A list of contracts, made in October, 1830, for the southern section of the United States, agreeably to proposals advertised, on which the lowest bids were not accepted, with the reasons assigned therefor in each particular case.

Route No.	Contracts.	Amount per annum.
1,901	From Washington to Richmond, Virginia.	
1,902	Richmond to Petersburg.	
1,903	Petersburg to Warrenton, North Carolina.	
2,047	Petersburg to Halifax, North Carolina.	
2,101	Warrenton to Raleigh, North Carolina.	
2,102	Raleigh to Fayetteville.	
2,104	Fayetteville to Cheraw, South Carolina.	
2,105	Halifax to Raleigh.	
2,254	Cheraw to Columbia.	
2,255	Columbia to Augusta, Georgia.	
2,352	Augusta to Milledgeville.	
2,353	Milledgeville to Fort Mitchell, Alabama.	
	All the above routes were accepted in favor of John H. Avery, James Reeside, and Edwin Porter & Co., for the annual compensation of \$67,950; so improved as to gain 12 hours by increased expedition, to provide and transport an armed guard at their own expense, when required, and to convey all Government expresses without expense to the Department.	
	The lowest bids on the above routes were as follows:	
	No. 1,901, William Thompson, at \$5,000; he was unknown to the Department, and not recommended: therefore, his bid was rejected.	
	No. 1,902, Lewis Billings, at \$1,500; he was not sufficiently known, nor recommended: therefore, his bid was rejected.	
	No. 1,903, Lewis Campbell, at \$5,848; not recommended, and believed to be incompetent to the undertaking: his bid was, therefore, rejected.	
	No. 2,047, Lemuel Stoughton & Co., at \$2,500; they were not sufficiently known, nor recommended: therefore, their bid was rejected.	
	No. 2,101, Edward Haeston & Co., at \$4,450; not known, nor recommended: therefore, their bid was rejected.	
	No. 2,102, Lark Fox & Co., at \$4,365; Fox was insolvent, and the Department had no assurance that he would be able to furnish suitable horses and coaches for the route; his partner was not reported; he had once been an indifferent contractor: his bid was, therefore, rejected.	
	No. 2,104, Lark Fox & Co., at \$5,000; the remarks above (No. 2,102) are equally applicable to this.	
	No. 2,105, C. W. McKinstry, at \$1,773; his bid was for two-horse stages; it was determined to run four-horse post coaches. McKinstry was not satisfactorily recommended for so important a route: his bid was, therefore, rejected.	
	No. 2,254, C. W. McKinstry, at \$4,785; he was not satisfactorily recommended for so important a route.	
	No. 2,255, C. W. McKinstry, at \$5,525; the same remarks as above (No. 2,254) equally applicable to this.	
	No. 2,352, C. W. McKinstry, at \$5,950; same remarks as above.	
	No. 2,353, James M. Harris, at \$3,180; not sufficiently known, nor satisfactorily recommended.	
1,905	Washington city to Lynchburg, three times a week, 200 miles, four-horse post coaches: Accepted to William Smith, at - - - - - W. Hart bid \$4,977 per annum.	\$6,000 00
	Hart was not recommended; Smith was the former contractor, very highly approved, and had very recently, by his own enterprise, established a first rate line of four-horse post coaches on the whole route; the preference was, therefore, given to him.	
1,926	Morgantown to Wheeling, once a week, 64 miles: Accepted to John Hutchison, at - - - - - William W. Lazell bid \$200 per annum.	204 00
	Lazell was not sufficiently known, nor recommended; therefore, his bid was rejected.	
1,931	Back Creek Valley to Cumberland, three times a week, 51 miles, in four-horse post coaches: Accepted to M. Hill, at - - - - - William B. Burke bid \$1,500 per annum.	1,950 00
	Burke was a contractor, and proved incompetent to the undertaking.	
1,936	Winchester to Staunton, three times a week, 94 miles, four-horse post coaches: Accepted to D. S. Danner, at - - - - - William B. Burke bid \$2,000 per annum.	2,800 00
	Burke rejected for the reason stated above.	
1,940	Warrenton to Washington, once a week, 30 miles: Accepted to French Tharp, at - - - - - Gerrard Yates bid \$74 per annum.	120 00
	Yates's bid was for once a week; that of Tharp for three times a week.	
1,942	Dumfries to Warrenton, once a week, 40 miles: Accepted to Z. A. Kankey, at - - - - - Manasseh Russell bid \$109 per annum.	115 00
	Kankey was known and approved as a contractor; Russell was not recommended; therefore the preference was given to Kankey.	
1,965	New York to Wilmington, once a week, 84 miles: Accepted to Joel Yancey, at - - - - - William Weaver bid \$360 per annum.	373 00
	Weaver reserved the privilege of carrying newspapers out of the mail, which would probably make more than the difference in the revenue. Yancey was the former contractor.	
1,976	Lewisburg to Huntersville, once a week, 50 miles: Accepted to D. W. Sleeth, at - - - - - Philip Huffman bid \$160 per annum.	170 00
	Huffman's bid was to carry it differently from the advertisement, or from the wish of the Department.	

LIST OF CONTRACTS—Continued.

Route No.	Contracts.	Amount per annum.
1,986	Giles court-house to Jeffersonville, once a week, 54 miles: Accepted to Abraham Garrison, at - - - - - James Wilson bid \$145 per annum. Wilson was not recommended; therefore, his bid was rejected.	\$150 00
1,996	Fredericksburg to Yorktown, twice a week, 126 miles: Accepted to George Johnson, at - - - - - Robert Finnall bid \$900 per annum. Finnall was not recommended; his proposition was to carry on horseback; Johnson's was to carry it in sulkeys: Finnall's bid was therefore rejected, and Johnson's accepted.	990 00
1,999	Bowling Green to King William court-house, once a week, 42 miles: Accepted to William Mullin, at - - - - - R. Hooves bid \$160 per annum. Mullin was the former contractor, and well approved; he was, therefore, preferred.	170 00
2,018	New London to Davis's store, once a week, 18 miles: Accepted to Francis Cloudis, at - - - - - Stephen Hicks bid \$50 per annum. Cloudis was the former contractor, and approved; the preference, therefore, was given to him.	52 00
2,020	Halifax court-house to Danville, once a week, 38 miles: Accepted to Abel Lang, at - - - - - Benjamin C. West, sen., bid \$145 per annum. Lang bid for three routes on condition that he should obtain them all; and his bid was so much lower than any other on the other routes, that giving him this would save much more than the difference.	158 50
2,027	Lynchburg to Danville, twice a week, 81 miles, two-horse stages: Accepted to William Smith, at - - - - - John S. Foster bid \$1,000 per annum. Foster would have required two days to run through; Smith proposed so to expedite as to run through in one day: his bid was, therefore, the best, and accepted.	1,600 00
2,117	Winton to Edenton, once a week, 70 miles, sulkeys: Accepted to M. E. Sawyer, at - - - - - John Folk bid \$480 per annum. M. E. Sawyer bid for four routes in the same proposal, and made his bid conditional, that, unless this was given him, he should not take the others; and the whole, taken in the aggregate, were lower than the aggregate of the lowest bidders on them all; they were, therefore, all given to him.	560 00
2,119	Woodville to Durant's Neck, once a week, 12 miles: Accepted to William B. Hallowell, at - - - - - John Weeks bid \$50 per annum. Mr. Hallowell was the former contractor, and approved; therefore, the preference was given to him, the difference being inconsiderable.	52 00
2,123	Warrenton to Danville, Virginia, twice a week, 92 miles, two-horse stages: Accepted to Jeffreys & Crocket, at - - - - - Peter M. Conley bid \$1,500 per annum. Conley's bid was to carry the mail in a sulkey; Jeffreys & Crocket's to carry it in stages; therefore their proposals were the best, and accordingly accepted. It was advertised for stages.	1,700 00
2,126	Enfield to Hillsbridge, once a week, equal to 18 miles: Accepted to Jesse Butts, at - - - - - Edwin S. Moore bid \$71 per annum. Butts was the former contractor, and approved; therefore, the preference was given to him, the difference being inconsiderable.	72 00
2,128	Raleigh to Oxford, once a week, 47 miles, two-horse stages: Accepted to M. Dillard, at - - - - - Thomas B. Arendell bid \$300 per annum. Arendell proposed to carry on horseback; it was advertised for a stage route, and Dillard proposed to carry in stages; therefore, his bid was accepted.	400 00
2,143	Raleigh to Salisbury, twice a week, 118 miles, four-horse post coaches: Accepted to George Williams, at - - - - - Thomas Alfred bid \$1,800 per annum. Alfred's bid was to carry the mail different from what was advertised, and different from what the Department wished; George Williams proposed to carry as the Department advertised, and so to expedite as to gain eight hours in time; therefore accepted.	3,000 00
2,149	Raleigh to Haywood, once a week, equal to 34 miles: Accepted to Merriitt Hutchins, at - - - - - W. Pope bid \$140 per annum. Pope reserved the privilege of carrying newspapers out of the mail, which would probably have made more than the difference in the revenue. Hutchins was the former contractor; therefore, his bid was accepted.	150 00
2,165	Fayetteville, via Pocket Office, to Salisbury, once a week, 142 miles: Accepted to Duncan Murchison, at - - - - - Aaron H. Saunders bid \$574 per annum. Saunders had no recommendation; therefore, his bid was rejected.	600 00
2,174	Raleigh to Newbern, twice a week, 120 miles, two-horse stages: Accepted to M. Dillard, at - - - - - D. A. Saltmarsh & Co. bid \$1,950 per annum. Dillard was the former contractor, and had his horses and stages on the route, performing well; the preference was, therefore, given to him.	2,000 00
2,258	Cheraw, via Society Hill, to Marion court-house, three times a week, 59 miles, stages: Accepted to M. W. Hunter, at - - - - - C. W. McKinstry bid \$2,515 per annum. McKinstry was not sufficiently known; Hunter, the former contractor, well approved, and his property already on the route.	2,633 00
2,265 and 2,266	Camden to Vance's Ferry, three times a week, 62 miles, four-horse post coaches: Accepted to John McLean, at - - - - - C. W. McKinstry bid \$7,000 per annum. McKinstry not satisfactorily recommended for so important a route.	8,000 00

LIST OF CONTRACTS—Continued.

Route No.	Contracts.	Amount per annum.
2,268	Sumpterville to Fulton, three times a week, 30 miles: Accepted to William M. Brooks, at - - - - - Hartwell Macon bid \$600 per annum. Brooks proposed so to extend the route as to run from Camden, by Sumpterville and Fulton, to Vance's Ferry, which made his proposal the lowest in proportion to the service; it was, therefore, accepted.	\$500 00
2,275	Columbia to Ashville, once a week, 177 miles, two-horse stages: Accepted to Bowen & McLean, at - - - - - C. W. McKinstry bid \$1,823 per annum. McKinstry not satisfactorily recommended.	2,000 00
2,363	Augusta to Carnesville, once a week, 120 miles, two-horse stages: Accepted to William Shannon, at - - - - - Edward Bolen bid \$1,200 per annum Shannon's proposal was to run a line of four-horse post coaches on the whole of that part of the route between Augusta and Petersburg; it was, therefore, the best, and accordingly accepted.	1,500 00
2,366	Milledgeville to Athens, once a week, 76 miles, two-horse stages: Accepted to Longstreet and Byrd, at - - - - - M. B. Mitchell bid \$850 per annum. Longstreet & Byrd were the former contractors, and approved; their stages and property were on the route; the preference was, therefore, given them.	900 00
2,385	Macon to Covington, once a week, 90 miles, and one additional trip between Macon and Forsyth, in two-horse stages: Accepted to Ebenezer Eliason, jun., at - - - - - William C. Parker bid \$950 per annum. Eliason proposed to extend the stage route from Forsyth to Thomaston, and thence on No. 2,388 to Columbus, which makes his bid much the lowest in proportion to the services to be performed.	1,195 00
2,388	Columbus to Thomaston, once a week, 61 miles: Accepted to Ebenezer Eliason, jun., at - - - - - Reynolds & Harrison bid \$360 per annum. The proposal of Reynolds & Harrison was to carry the mail on horseback; that of Eliason to carry it in stages; it was, therefore, accepted.	450 00
2,392	Milledgeville to Tallahassee, Florida, once a week, 256 miles, in two-horse stages: Accepted to Mallett & Mott, at - - - - - Abner Holliday & Co. bid \$2,600 per annum. The proposal of Mallett & Mott was to give such increased expedition as to run through in one day less time each way; therefore accepted.	3,000 00
2,398	Jacksonville to Tallahassee, Florida, once in two weeks, 163 miles: Accepted to Thomas Heir, at - - - - - Richard T. Stanaland bid \$550 per annum. Heir was the former contractor, and proposed also to carry the mail to St. Mark's and to Jefferson court-house on lower terms than any other person, provided he got this route, which made his bid the best; it was, therefore, accepted.	595 00
2,473	Tallahassee to Pensacola, once a week, 320 miles: Accepted to Samuel Stowers, at - - - - - Thomas Baltzell bid \$1,800 per annum. Baltzell's bid was for a horse mail; Stowers's is to carry it in stages.	3,000 00
2,040	Petersburg to Halifax court-house, once a week, 120 miles, sulkeys: Accepted to Thomas Townsend, at - - - - - John Crute bid \$550 per annum. Crute refused to carry as advertised; his bid was, therefore, rejected.	550 00
2,109	Salem to York court-house, South Carolina, twice a week, 112 miles, four-horse post coaches: Accepted to J. & C. Moring, at - - - - - Burke, Williams, & Co. bid \$2,800 per annum. Burke had been a contractor, and proved incompetent; his bid was, therefore, rejected. Moring was the former contractor, and well approved; the preference was, therefore, given to him.	3,360 00
2,113	Edenton to Washington, twice a week, 54 miles, sulkeys: Accepted to M. E. Sawyer, at - - - - - John A. Warrington bid \$577 per annum. Warrington proposed to carry in sulkeys; Sawyer proposed to carry in four-horse post coaches; his bid was, therefore, the best.	864 00
2,114	Norfolk, Virginia, to Edenton, three times a week, 76 miles, four-horse stages: Accepted to M. E. Sawyer, at - - - - - Abner Williams bid \$1,400 per annum. Williams's proposal was to run but twice a week between Elizabeth city and Edenton; Sawyer's was to run the whole route three times a week in four-horse post coaches, which was the best bid. Sawyer was also the former contractor, and had his horses and stages already on the route; the contract was, therefore, given to him.	1,560 00
1,919	Marietta, Ohio, to Point Pleasant, Virginia, once a week, 71 miles: Accepted to Elias Gates, at - - - - - William Hardy bid \$245 per annum. Gates proposed to run twice a week between Marietta and Parkersburg, 12 miles, which made his bid the lowest in proportion to the service.	270 00
2,000	Bowling Green to Verdon, once a week, 23 miles: Accepted to M. Jones, at - - - - - Charles Jones bid \$80 per annum. M. Jones was the former contractor, and approved; therefore, the preference was given to him.	88 00
2,005	Halifax court-house to Bennett's store, once a week, 16 miles: Accepted to Abel Lang, at - - - - - William Everett bid \$65 per annum. Lang connected this bid with others, and the whole, taken together, were lower in the aggregate than the lowest of the others.	78 00

LIST OF CONTRACTS—Continued.

Route No.	Contracts.	Amount per annum.
2,008	Richmond, via Powell's tavern, to Charlottesville, three times a week, eight months, four-horse post coaches: Accepted to E. Porter & Co., at - - - - - Erastus Hathaway bid \$2,997 per annum.	\$1,300 00
	Hathaway's bid was for three trips a week; Porter's was for six trips a week for about half the route; it was, therefore, quite as low a bid as the other in proportion to the service. Hathaway was not known in the State, but Porter was the former contractor, highly approved, and his property already on the route; the preference was, therefore, given to him.	
2,009	Richmond, via Short Pump, to Charlottesville, once a week, 93 miles: Accepted to Robert Maupin, at - - - - - Hutson Farris bid \$347 per annum. Farris was not recommended: his bid was, therefore, rejected.	365 00

I, No. 7.

An inventory of property found in the iron chest in the room formerly occupied by Abraham Bradley, Esq., late Assistant Postmaster General, taken on the 28th September, 1829, by order of the Hon. William T. Barry, Postmaster General.

Package endorsed "Bank Notes,"	Connecticut,	No. 1,	-	\$836 00	
Do.	New Jersey,	No. 2,	-	228 00	
Do.	Mississippi,	No. 3,	-	54 00	
Do.	Missouri,	No. 4,	-	152 00	
Do.	New York, (eastern,)	No. 5,	-	626 00	
Do.	Kentucky,	No. 6,	-	157 00	
Do.	New York, (western,)	No. 7,	-	170 00	
Do.	Indiana, Illinois, and Michigan,	No. 8,	-	67 00	
Do.	North Carolina,	No. 9,	-	1,090 62½	
Do.	Maine,	No. 10,	-	46 00	
Do.	Ohio,	No. 11,	-	304 00	
Do.	New Hampshire,	No. 12,	-	171 50	
Do.	Pennsylvania,	No. 13,	-	699 00	
Do.	Plattsburg,	No. 14,	-	31 00	
Do.	South Carolina,	No. 15,	-	84 75	
Do.	Vermont,	No. 16,	-	127 00	
Do.	Tennessee,	No. 17,	-	54 50	
Do.	Virginia,	No. 18,	-	960 00	
Do.	Massachusetts,	No. 19,	-	725 00	
Do.	Georgia,	No. 20,	-	363 18	
Do.	Delaware,	No. 21,	-	108 00	
					\$7,061 65½
In portfolio, package No. 22, A. Bradley's check on Patriotic Bank, July 3, 1829, favor of O. B. Brown,				118 00	
J. S. Schmidt's check on Frederick County Bank, September 7, 1829, favor of William T. Barry,				222 49	
Phineas Bradley's check on Patriotic Bank, May 14, 1829, favor of William Jackson,				10 00	
J. S. Scott's due-bill, dated 24th January, 1829,				5 00	
W. B. Barnes's certificate of cash deposited in Bank of Marietta, 21st December, 1828, by Nathan Bent,				40 00	
Bank notes,				925 50	
William Prout's check on Patriotic Bank, 2d April, 1829, favor of J. Haskell,				105 00	
Bank notes,				2,089 00	
Two halves of \$50 notes,				50 00	
					3,574 99
Alexander Kerr's certificate of deposit in the Metropolis Bank, 9th July, 1829, by William Jones,				1,140 27	
Bank notes, package No. 23,				3,773 00	
Specie,				17 37½	
Specie in desk,				1 72	
Half \$5 Hagerstown Bank note,				2 50	
					4,933 86½
<i>Notes of broken banks.</i>					
Package endorsed Gloucester,	No. 7,	-	-	\$661 00	
Do. Massachusetts,	No. 8,	-	-	374 00	
Do. Various, New York, &c.	No. 9,	-	-	133 00	
Do. Franklin Bank Alexandria,	No. 10,	-	-	40 00	
Do. Detroit,	No. 11,	-	-	85 00	
Do. Banks stopped payment,	No. 12,	-	-	379 62	1,672 62
<i>Packages of bank notes endorsed "counterfeit."</i>					
No. 1, package marked New Orleans,	-	-	-	\$400 00	
No. 2, do. Small notes,	-	-	-	3 26	
No. 3, do. Various banks,	-	-	-	97 00	
No. 4, do. do.	-	-	-	173 00	
No. 5, do. do.	-	-	-	345 00	
42	o				

INVENTORY—Continued.

No. 6, package marked	In a dead letter,	-	-	-	\$20 00		
No. 13, do.	do. dubious,	-	-	-	500 00		
No. 14, do.	Counterfeits,	-	-	-	85 00		
No. 15, do.	do.	-	-	-	78 00		
No. 16, do.	do.	-	-	-	300 00		
No. 17, do.	do.	-	-	-	43 00		
No. 18, do.	do.	-	-	-	55 00		
No. 19, do.	do.	-	-	-	95 50		
No. 20, do.	do.	-	-	-	125 00		
No. 21, do.	do.	-	-	-	38 00		
No. 22, do.	do.	-	-	-	141 00		
No. 23, do.	do.	-	-	-	92 00		
No. 24, one counterfeit \$10 note, and one fifteen shilling bill	Pennsylvania,	-	-	-	12 00		
No. 25, counterfeits found in desk,	-	-	-	-	31 00		
					\$2,633 76	4,306 38	
						\$19,876 69	

The undersigned have the honor to state, that the foregoing is a statement of all that appears to them to be of value contained in the iron chest remaining in the room lately occupied by Abraham Bradley, Esq., late Assistant Postmaster General; and would remark, that, from the great variety of distant bank notes contained in the twenty-two parcels numbered from 1 to 22, there may be some spurious bills; and respectfully suggest the propriety of submitting them for the examination of more competent judges; and that, with a view to their certain identification in future, the initials (A. B.) have been marked in red ink on each note.

Very respectfully submitted by your obedient servants,

JOHN SUTER.
M. T. SIMPSON.

Honorable WILLIAM T. BARRY, *Postmaster General.*

No. 8, B.

SIR: POST OFFICE DEPARTMENT, *January 31, 1831.*

In relation to the appointment of Joseph Ficklin as postmaster at Lexington, Kentucky, I would respectfully suggest that the inquiry of the committee involves considerations relating to the official conduct of one of my predecessors, which, I presume, it is not now the purpose of the committee to bring under investigation. Did the records of this Department, or my own personal knowledge, furnish any facts tending to impeach his official conduct, or to show that, in the case referred to, he acted against the sanctioned usages of the Department, I should, unless there was some distinct charge against the Postmaster General who made the appointment, hesitate as to the propriety of communicating the evidence implicating him to the committee.

But, as neither the records of this Department, nor any facts within my knowledge, tend to criminate the late worthy citizen and faithful public officer, R. J. Meigs, in relation to said appointment; and as I would not hesitate to give any evidence in my possession touching this subject, which might be supposed to implicate others, I state, unreservedly, that I have no information or knowledge "that any contract was made with the said Ficklin, before or at the time of his appointment, for a part of the profits of said office; or that the said Ficklin has advanced moneys to any person on account of his appointment, or for the purpose of indemnifying any person or persons for any liability to the United States."

If the committee will have the kindness to communicate to me the source and character of the information they possess relative to the supposed contract, it will not only afford me satisfaction, but it will be considered a matter of duty to give them all the aid in my power in making further investigation, so far as the transaction may be supposed to implicate any person in official connexion with the Department.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Honorable JOHN M. CLAYTON,

Chairman of the Com. of the Senate on the condition of the P. O. Department.

SIR: POST OFFICE DEPARTMENT, *January 31, 1831.*

I have the honor to acknowledge the receipt of your letters of the 18th and of the 27th instant.

The preparation of the statements necessary to a reply to the interrogatories formerly submitted by the committee was immediately commenced, and has been uninterruptedly prosecuted by the Department. It has required, not only the application of all the disposable force of the Department, delaying some of its important current business, but has employed, unremittingly, several additional clerks. When the work is completed, it will be forthwith submitted to the committee.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Honorable JOHN M. CLAYTON,

Chairman of the Com. of the Senate on the condition of the P. O. Department.

C.

SIR: POST OFFICE DEPARTMENT, *February 22, 1831.*

I have the honor to transmit, in answer to the resolution of the 19th instant by the select committee of the Senate, of which you are chairman, the enclosed communication of my senior Assistant, and to state that I have no present recollection of any conversation or circumstances occurring between myself and any subordinate of my office, "about the time the late postmaster at Poughkeepsie was removed, in relation to said removal."

I am, sir, your very obedient servant,

W. T. BARRY.

HON. JOHN M. CLAYTON, *Chairman of Select Committee, &c. &c.*

SIR: POST OFFICE DEPARTMENT, *February 21, 1831.*

In answer to the request of the honorable select committee of the Senate, of which Mr. Clayton is chairman, communicated this morning, I have the honor to state, that the only circumstance which occurred, directly, between Mr. Abraham Bradley and myself, within my present recollection, relative to the removal of the late postmaster at

Poughkeepsie, New York, was an inquiry of me, by Mr. A. Bradley, whether a change had been made in that office? to which I answered in the negative, previously to the change, but at what period I cannot recollect. If the circumstances attending the consideration and decision given by you in that case be within the scope of the inquiry, I have the honor to state, that the numerous and various letters and papers respecting a new appointment at that office were four several times under your consideration; that I had made, by your directions, three several briefs or exhibits of the substance of the documents which had been received during six months previous to the change, being applications and memorials in favor of the different candidates, and for and against the postmaster; that a recommendation of Mr. A. Bradley in favor of one of the candidates (not the successful one) appears in the file; and that a copy of a reply to the same candidate, by Mr. A. Bradley, appears also in the file, as follows, (omitting the names, by your direction,) to wit:

"Copy of a letter from Mr. Bradley, Assistant Postmaster General, to ———, dated April 22, 1829.

"I am favored with your letter relative to the post office at Poughkeepsie, and find that your application is on file; and, to the other testimonials in your favor, I have added mine. The subject does not appear to have been acted upon, and I cannot, of course, conjecture what will be done. The opinion and wishes of ——— have much weight.

"I am your obedient servant, "ABRAHAM BRADLEY."

It may not be inappropriate for me to state, that I was solicitous to preserve the late incumbent in office, if it could be done consistently with your views of propriety, on a faithful exhibit of the case.

In the last instance of your examination of the papers, which had been before you two or more days, I received, about the 6th of July, 1829, your order, endorsed by your hand, as in all other cases, without one exception within my knowledge, to appoint the present incumbent; and the papers were accordingly prepared, and the appointment issued on the same day.

I am, sir, with the highest respect, your obedient servant.

CHARLES K. GARDNER, A. P. M. G.

Hon. W. T. BARRY, Postmaster General.

D.

SIR:

GENERAL POST OFFICE DEPARTMENT, February 23, 1831.

To the inquiries of the committee, contained in your letter of the 17th instant, I have the honor to reply: On the 1st September last, a proposition was made, in writing, by Abner McCarty and Billingsly Roberts, both of Brookville, Indiana, to carry the mail in stages, twice a week each way, from Cincinnati, Ohio, by Carson's, Miami, Clark's, Harrison, (Indiana,) New Trenton, Brookville, Fairfield, Bath Springs, Liberty, and Brownsville, to Richmond, 89 miles, at \$15 per mile, \$1,335; also, from Lawrenceburg, Indiana, by Elizabethtown, to Harrison, where it would intersect the above route, 16 miles, at \$15 per mile, \$240; also, once a week each way, in stages, from Brookville, by Connorsville, to Centerville, Indiana, 36 miles, at \$7 50 per mile, \$270; making, together, the sum of \$1,740. The mail was before carried on horseback over these routes; but it was desirable, both for the safety of the mail and for the convenience of the citizens of that region, to increase the stage transportation of the mail, and also its frequency, by giving two mails a week where they had enjoyed but one. No other proposition was made by any person for performing the services proposed by them; and, as their terms were as reasonable as could be expected under any circumstances, the proposition was accepted, and a contract made with them for the same, dated October 14, 1830.

These are all the circumstances within the knowledge of the Department respecting said contract.

Several other persons proposed to carry the mail in stages from Hamilton to Richmond, but none at a lower rate than \$15 per mile for two trips per week. The finances of the Department would not justify the establishment of all the stage routes proposed; and, in making the selection, it was deemed much more important to make Cincinnati the point from which the direct intercourse should pass to Brookville, and other parts of Indiana, than Hamilton. The relative magnitude and business of the two places will justify this conclusion.

For carrying the mail between Madison and Indianapolis, Edward P. Johnson was the lowest bidder when the routes were advertised, and therefore became the original contractor. No extra allowance has ever been made him for services on that route. He was also the original contractor for transporting the mail between Indianapolis and Lawrenceburg, 90 miles. For this last route he has received an additional allowance, at the rate of \$700 a year, for carrying the mail in stages; the allowance commencing on the 25th of May, the day when he commenced the transportation in stages.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

Hon. JOHN M. CLAYTON,

Chairman of the Committee of the Senate
to examine into the condition of the P. O. Department.

E.

Letters of Judge McLean.

SIR:

WASHINGTON, February 26, 1831.

In answer to the resolution of the special committee of the Senate on the Post Office, requesting me "to furnish the committee with such information as it may be in my power to give of the actual state of the available funds of the Department, at the time of my resignation of the office of Postmaster General; and whether my estimate of the losses of the Department, in my last report, was founded on any actual examination of the state of the balance outstanding at that time, or how that estimate was made; and what was the mode of keeping the accounts of the Department during my administration of its affairs; and whether there existed any want of checks to prevent fraud in the management of the revenue of the Department at that time; also, to state the character of Abraham Bradley, late Assistant Postmaster General, as an officer and a man, since I have become acquainted with him;" I have the honor to state, that I possess no information respecting the available funds of the Department when I left its superintendence which is not contained in my official reports, and a report made by my successor, showing the receipts and expenditures of the Department, from the 1st of July, 1828, to the 1st of April, 1829. During this time it was under my direction, with the exception of about three weeks in March.

My last report exhibited the fiscal operations of the Department for the year ending on the 1st of July, 1828.

The following statement is copied from these reports:

By my report in 1827, there appeared to be a surplus of money on hand, amounting to the sum of	-	\$370,033	37
For the year 1828, the expenditures of the Department exceeded its receipts the sum of	-	\$25,199	03
To this sum was added the following amount, paid under a special law, which did not constitute a part of the ordinary expenditures of the Department.	-	12,729	24
		37,928	27
		\$332,105	10

From this amount there should be deducted a sum which, by mistake, was twice credited to the Richmond post office,	3,653 03
	<u>\$28,452 07</u>
There should, also, be deducted from this balance the following sums, for the excess of expenditures above the receipts within the quarters designated, from the 1st of July, 1828, to the 1st of April, 1829:	
The quarter ending on the last day of September, - - - - -	\$7,603 70
The quarter ending on the last day of December, - - - - -	17,331 90
The quarter ending on the last day of March, 1829, - - - - -	14,377 30
	<u>39,312 90</u>
	<u>\$39,312 90</u>
	<u>\$289,140 17</u>

To show the exact amount of the expenditures of the Department above its receipts, during the three quarters stated, there should be deducted from this sum an amount paid for the new Post Office building, paying, &c. &c., which, not being a charge growing out of the transportation of the mail, should be charged to the Treasury, - - - - - 5,432 15

\$33,880 75

It appears from the above exhibit that, when I left the Department, there was in deposit, in the hands of postmasters, &c., \$289,140 17. Of this sum, \$147,990 23 accumulated during my connexion with the Department, after paying all current expenses, and large sums for other objects than the ordinary expense of the Department; and also the balance against it the first year of my administration, and the balances of the last year, and up to the 1st of April, 1829. The residue of the \$289,140 17 consisted of an estimate made of the old debts. Indeed, the entire sum might properly be called an estimate; making an allowance for losses which might occur in collecting not only the old debts, but the balances which had recently accrued. This allowance, though large, is not believed to have been more than sufficient to cover all defalcations in collecting sums due to the Department on the 1st of April, 1829.

For several years previous to 1828, Congress had established post routes only every other year. In 1827, they established two hundred and seventy routes, which were carried into operation in the beginning of the year 1828. In this year a bill was also passed establishing two hundred and twenty-one routes, which were put in operation in the beginning of the year 1829.

I am also requested by the select committee to say "whether I did not make a written communication to the present Postmaster General, of which the following is a true extract:"

"MARCH 31, 1829.

"The expenditures of the Department will this year exceed the receipts, as was the case last year; but the increase of receipts will show the rapid advancement of the Department. It was deemed good policy to permit the expense to go beyond the receipts, in order that a part of the surplus of former years might be absorbed. It is the true policy to keep the funds active, and never suffer a large surplus to accumulate.

"The above remarks are made, because some persons are ignorant enough to suppose that the Department is sinking, provided its receipts do not, in the current year, equal or exceed the expenditure. This is sometimes the case when the receipts exceed those of the past year one hundred thousand dollars."

I have no recollection of having written such a letter, and, not being favored with a perusal of the original, I cannot answer positively on the subject; but, from the circumstance of the extract being presented to the committee, and as my handwriting is well known, I cannot doubt that I did write such a letter.

It was a friendly communication to my successor, for whose success in the management of the Department I felt a deep interest. I must have been anxious that he should understand the state of the Department, and not be led to erroneous conclusions from existing facts. Had I written the letter for the public eye, in some parts of it I should have used a different phraseology. It was not, however, a private communication.

I say now, as I have always said when speaking on the subject, that I do not consider an efficient administration of the Department is shown by the annual balance in its favor. Its funds should be actively employed in extending the operations of the mail. They should not be permitted to accumulate in the hands of postmasters and in banks. The revenue is increased, in a compound ratio, by every judicious extension of the mail, and the public interest is advanced.

It is not practicable always to graduate the expenditures by the receipts; but when a considerable balance accumulates in favor of the Department, the expenditures should be increased over the receipts, so as to lessen or absorb the balance. The receipts and expenditures should be so regulated as to be nearly equal within a given period.

There may be a large annual balance in favor of the Department, under a very bad administration of its affairs; and there may be an annual balance against it, though under the control of a most efficient agency. The true policy is to avoid embarrassment on the one hand, and the accumulation of a large balance on the other, unless the surplus be wanted for other objects.

During the war there was a large addition to the rates of postages, for purposes of revenue; and a considerable sum was paid by the Department into the Treasury. A large surplus fund could be produced at any time, by restricting the operations of the mail to productive routes.

In answer to the inquiry respecting Mr. Bradley, I have to state, that, from the time I became intimately acquainted with him, I have had the highest confidence in his integrity. Having been long in the Department, and conversant with its details, he felt a strong preference for the rules he had been accustomed to observe in the performance of his duties, and was generally averse to changes.

During my connexion with the Department, his time was faithfully and assiduously devoted to the public service. In private life, so far as I know, Mr. Bradley is without reproach. The fiscal concerns of the Department were chiefly under his immediate management; he superintended all collections and payments. And, in answer to the inquiry made by the committee on this subject, I submit, from memory, the following statement, which is believed to be substantially correct:

Postmasters were required to make deposits in banks, where they could do so with convenience; and were expressly instructed not to transmit money to the Department, where they could not make deposits, but to retain the amount in their hands until it was drawn for. As the funds of the Department were in the hands of postmasters, and in banks, payments were made almost exclusively by drafts and checks.

1st. Payments by drafts on postmasters.

Two clerks, and sometimes a greater number, were employed in making out these drafts. Preparatory to the issuing of them, the sum to be drawn for in the hands of a postmaster was stated in a column opposite to his office, which was arranged on the route of the contractor to whom payment was to be made. For this sum a draft was made out by one of the clerks; and, before it was transmitted, it was signed by the Assistant Postmaster General, charged in the account of the contractor to whom it was to be sent, and noted as a credit to the postmaster on whom it was drawn. When the draft was presented by the contractor, and paid by the postmaster, a blank receipt, which was attached to it, was signed by the contractor, and it was then transmitted to the Department: when received, it was referred to the chief clerk, who saw that the credit was properly entered in the account of the postmaster, and charged in the account of the contractor.

2d. Payments by checks on banks.

Checks, I believe, were frequently made out by the Assistant Postmaster General, and sometimes by clerks, in the same manner as drafts on postmasters. On the margin of the check book were entered the amount of the check,

the date, on what bank drawn, and in whose favor. This was copied into the cash book, and the checks were charged in the account of the contractors to whom they were sent. These checks, when paid, were returned to the Department by the bank, with a credit in its account for the payment. This account was rendered by the bank monthly, except where the amount deposited was very small, in a regularly kept bank book, which was compared by the clerks with the books of the Department, and all errors corrected. If the charge had not been correctly made in the account of the contractor, it was corrected by the account kept by the bank. Checks were drawn payable to the contractor by name, or to his order, which showed how the amount was applied, and pointed the clerk to the account where the charge was made. But if, by mistake at any time, a check on public account was drawn payable to bearer, without showing the special disposition of the money, and it had not been charged before it was forwarded, when returned by the bank it was charged to the private account of the drawer. It is believed that no instance of this kind occurred with the Assistant during my administration, and but two with myself. In the absence of Mr. Bradley, I signed checks. It was not possible to draw a check which would not appear in the regular order of business on the books of the Department.

3d. Payment of salaries.

In the other Departments of the Government the officers are paid monthly, by warrants obtained from the Treasury; but, in the Post Office Department, for a great number of years, and during my administration, they were paid monthly out of the funds of the Department; and at the end of the quarter a warrant was obtained for the amount of their salaries, and it was deposited to the credit of the Department. As the Department always had a surplus of funds on hand, this mode of payment did not subject it to the least inconvenience or injury, and it saved the labor of obtaining monthly warrants on the Treasury. It is believed that not a dollar was lost to the public by this mode of payment during my connexion with the Department. If, through inadvertence, or the monthly account of each clerk not being posted, he received a few dollars more or less, at the close of the month the error was corrected.

Contractors and others, through mistake, may sometimes receive more than they are entitled to at the close of the quarter, and at other times less. In making payments on many hundred accounts, errors may occur with the most accurate accountants.

The money used in the payment of salaries belonged to the Department, and was subject to the order of the Postmaster General. It was not covered by any appropriation, and, indeed, never can be, but must always be applied under the responsibility of the head of the Department.

4th. Moneys received by the Assistant.

In disregard of their instructions, postmasters sometimes transmitted money in their quarterly returns. This was frequently done when postmasters resigned their offices, and lived remote from any bank where they could make a deposit.

The funds thus transmitted were often in notes which the bank would not receive on deposit; and they were used by the Department to pay contractors living in the part of the country where the notes were current.

This money was first received by the clerk who receives and opens the quarterly returns; he noted opposite the office, in a book provided for the purpose, the receipt of the return, and the amount of any money enclosed. The money received he deposited weekly, I believe, with the Assistant Postmaster General, who deposited it in the iron chest. Such parts of the money as would be received on deposit were generally deposited in bank.

The book of the clerk showed the amount handed to the Assistant weekly; and from this book the entries were copied by the book-keepers, and credits given to the respective postmasters.

It was in the power of the Assistant to show whether he had deposited or paid out the sums thus received. In a few cases, sums were paid to the Assistant by postmasters in the neighborhood of the General Post Office. These cases are believed to have been very rare; but, when any payment was thus made, a receipt was given, and a credit entered on the cash book, and to the postmaster's account.

5th. Accounts of the Department.

The books of the Department are balanced quarterly, and quarterly returns are made to the Treasury. These books show the receipts and disbursements of every quarter. Not a dollar is expended within the quarter, as has already been shown, which does not appear on the books; and the amount of the balance for or against the Department also appears. If the balance be in favor of the Department, the books will show whether it be in the hands of postmasters, or in deposit; if against it, the general balance is, of course, reduced so much. This general balance is composed of various items, every one of which appears on the books.

The Postmaster General is made responsible for, and is charged in the Treasury with, the whole revenue of his Department. No other branch of the Government has any control over it, unless Congress make a special appropriation of a part of it. Although it may be in deposit, or in the hands of postmasters, every dollar is subject to the order of the Postmaster General, and he must exhibit vouchers to the Treasury for every dollar expended.

The responsibility of the Postmaster General is similar to that of a paymaster in the army, who disburses a large amount of money annually. He is charged at the Treasury with the sums paid to him, and for which he can only obtain a credit by exhibiting proper vouchers. The security of the Government consists mainly in the integrity of the officer, and his obligation to account to the Treasury. His safety may depend upon the accuracy and integrity of the disbursing agents he employs.

I believe the above sketch embraces the scope of your inquiries. It has been as accurately drawn as my recollection of the facts would enable me to draw it.

With great respect, I have the honor to be your obedient servant,

JOHN McLEAN.

Hon. JOHN M. CLAYTON, *Chairman, &c.*

SIR:

WASHINGTON, March 1, 1831.

In answer to your letter of this day, I have the honor to state, that Mr. Abraham Bradley, during my administration of the Post Office Department, never made, to my knowledge, any additional allowances to contractors for increased services. He had no power to make such allowances.

I am requested also to state whether, in the "estimate in my last report, the balance due from the late postmaster at Philadelphia, and the counterfeit and uncurrent money in the Department, were considered as available funds, or as lost."

In my report I had no special reference to the amount that the late postmaster at Philadelphia owed when he was removed from office. I certainly could not have estimated that amount to be lost, nor can it be so estimated now.

The Department held three bonds given by Mr. Bache, with sureties, at the time of his removal.

The security to the last bond was not satisfactory, and it was returned to him for additional names. Before he perfected this bond, he was removed from office.

On this bond a suit was commenced, and the Department failed to recover, as I understood, on the ground that the bond had not been accepted, and was returned to Bache.

The sureties to the first bond he gave when appointed postmaster were ample to indemnify the Department; but it appeared that, on his giving a second bond with good sureties, a release of the first bond was executed by my predecessor and given to the obligors. Of this I had no knowledge until after the removal. This bond was forwarded, I believe, to the district attorney, to be acted on as the law required. I was unwilling to determine on the sufficiency of the release.

On the second bond a suit was commenced, which, I understand, is still pending.

To a recovery on this bond, I know of no substantial objection. The bond last required from the postmaster was never perfected; and, if it had been, the sureties on the second bond would not have been released.

The third bond was required as additional security, and not for the purpose of releasing any obligation to the Department which then existed. I cannot doubt that a judgment will be obtained on the second bond; and, since

the receipt of your letter, I have made inquiry of a gentleman well acquainted with the principal surety in this bond, and was informed that he would probably be able to pay the whole or the greater part of the sum for which he may be made responsible. Under such circumstances, can this debt be estimated as lost? If it can, then all debts, for which suit is brought by the Department, and doubts are entertained as to the extent of the ability of the surety to pay, may be counted as lost.

The counterfeit or uncurrent paper referred to in your letter was not taken into my estimate. I am not aware that any amount of such paper was received during my connexion with the Department, unless it was in dead letters. I mean by *uncurrent paper* such as will not pass in the place where it was emitted.

It is possible, however, that occasionally a note or two of this kind might have been received.

During the war, and until I became connected with the Department, it was the practice of postmasters, in different parts of the country, to remit their quarterly balances to the Department. By this mode of transacting the business, in the deranged state of the currency at that time, it was to be expected that paper of no value would often be transmitted in payment. Most of the uncurrent or counterfeit notes in the Department were probably received during this period. Such paper was often received in dead letters. I recollect of \$5,000 being received at one time in some two or three letters, all counterfeit, and on the same bank. Paper of this kind was probably deposited in the iron chest.

That, from the above causes, a considerable sum of worthless paper should have accumulated in the moneyed operations of the Department for forty years, within which time it collected and disbursed, in small sums, some \$30,000,000, is not extraordinary.

By my report of 1826 it appeared that suits were then pending, or judgments obtained, for the sum of \$149,500. No part of this amount was included in the balance then reported, as that balance was stated to be the sum "which was subject to the order of the Department." No part of this sum was included in the balances reported in 1827 and 1828, and I have supposed that this allowance was sufficient to cover bad debts, from the fall of 1826 to the 1st of April, 1829, including the full amount due to the Department at that time.

The books of the Department will show what amount of bad debts has been ascertained since November, 1826. This amount, compared with the above sum, will test the accuracy of the estimate. I am aware that there must have been many bad debts included in the sum of \$149,500. The debts ascertained to be bad from 1st July, 1823, to November, 1826, were stated to be \$27,814 24. In the same report, an estimate of \$30,000 was made to cover credits due for services rendered. This sum, with the debts then ascertained to be bad, was also deducted from the old balances. If a less amount than this sum was collected and paid in satisfaction of the claims referred to, the balance should be added to the other sum, to cover losses.

As remarked in my letter of the 26th instant, I do not believe that the allowance made, though large, will be more than sufficient to cover defalcations in collecting the outstanding balances. It may, possibly, fall short of the amount.

I have the honor to be, very respectfully, your obedient servant,

HON. JOHN M. CLAYTON, *Chairman, &c.*

JOHN McLEAN.

F.

SIR:

POST OFFICE DEPARTMENT, *March 2, 1831.*

In reply to your letter of last evening, I have the honor to state, that my communication, to which you refer, was written the day it bears date, to wit, Saturday, the 26th February; and the causes of its not being sent to you at an earlier period than Tuesday morning, were, that a farther examination or revision of a portion of its voluminous appendix was directed early on Monday morning, which revision was interrupted by the personal application of two members of the committee to take the testimony of clerks, examine books, &c., and at which the officer required for that service was obliged to attend; and that it was not supposed the committee could act on Monday, as four of its members were engaged at the funeral of General Noble, as pall-bearers and mourner, on that day. As it was presumed the chairman would precisely note the time of the delivery of the letter, it was not deemed necessary to change the date. I enclose the full copies requested by the honorable select committee in your last communication.

I am, sir, respectfully, your obedient servant,

W. T. BARRY.

HON. JOHN M. CLAYTON, *Chairman of the Select Committee, &c.*

SIR:

WASHINGTON, *March 31, 1829.*

Before I left Washington I expected to have the pleasure of taking you by the hand, and introducing you to the gentlemen of the Post Office Department. But, as I am deprived of this pleasure, I cannot, in justice to yourself and the public service, refrain from recommending the continuance of the Assistant Postmasters General, who have been long identified with the Department, and have been faithful to the trust reposed in them.

I name these gentlemen to you, because I have understood that efforts are making to remove one or both of them. I should extremely regret such a step, as well on your own account as that of the public. With the operations of the Department I am well acquainted. I am anxious that its reputation shall be sustained; and I am convinced that this cannot be done if the above gentlemen be removed. This remark is made with a perfect knowledge of all the facts. After you shall have acquired a full knowledge of the office, their services may not be so important; though I confess, with my experience and knowledge of the business, I should not, were I to remain in the Department, think of changing the Assistants.

The expenditures of the Department will this year exceed the receipts, as was the case last year; but the increase of receipts will show the rapid advancement of the Department. It was deemed good policy to permit the expense to go beyond the receipts, in order that a part of the surplus of former years might be absorbed. It is the true policy to keep the funds active, and never suffer a large surplus to accumulate. The above remarks are made, because some persons are ignorant enough to suppose that the Department is sinking, provided its receipts do not in the current year equal or exceed the expenditure. This is sometimes the case when the receipts exceed those of the past year \$100,000.

With sincere regard, yours,

JOHN McLEAN.

To the POSTMASTER GENERAL.

POST OFFICE DEPARTMENT, *March 2, 1831.*

The foregoing is a true copy from the original letter.

J. GEO. WHITWELL, *Clerk.*

POST OFFICE DEPARTMENT, *March 2, 1831.*

The only copy of a letter from Mr. Abraham Bradley, which is on the files of the Department, relating to the Poughkeepsie post office, is annexed to a letter from Poughkeepsie, signed "David V. N. Radcliff," and is referred to in the letter of said Radcliff as "a letter which Jacob Van Ness has received from Mr. Bradley, the Assistant Postmaster General, a copy of which is herewith sent," and is precisely in the words and figures following to wit:

"Copy of a letter from Mr. Bradley, Assistant Postmaster General, to Jacob Van Ness, dated April 22, 1829.

"I am favored with your letter relative to the post office at Poughkeepsie, and find that your application is on file; and, to the other testimonials in your favor, I have added mine. The subject does not appear to have been acted upon, and I cannot, of course, conjecture what will be done. The opinion and wishes of General Van Ness have much weight.

"I am your obedient servant,

"ABRAHAM BRADLEY."
G. D. HANSON.

True copy:

G.

WASHINGTON, February 26, 1831.

GENTLEMEN:

I have examined the letter of General Noah Noble. It seems it was not intended for my view, but I shall not inquire how it came to be presented. I have heard much about the transactions detailed in it, and, so far as General Noble undertakes to state the facts, I believe them to be true. But whether there has been any improper conduct on the part of the Postmaster General, I cannot say; for I profess to have no knowledge of the internal pecuniary operations of the office. There has been much feeling excited in consequence of the manner in which the old contractors were disposed of, and the new ones initiated, in that part of the country to which the contracts relate: a full and candid development of the whole affair might, for aught I know, satisfy the minds of the people there; and I think it due to them that it should be done, as well as to satisfy the complainants, who may imagine themselves unfairly dealt by. I cannot, of my own knowledge, state any special facts which impugn the character of the head of the Department.

Very respectfully, your obedient servant,

JOHN TEST.

To the SPECIAL COMMITTEE on the Post Office concerns.

H.

SENATE CHAMBER, March 2, 1831.

I regret that my former response to the letter of the committee, delivered on the same day on which I received that letter, has been mislaid. My time does not now permit me to answer so fully as I did then.

As attorney for the United States in and for the Kentucky district, I prosecuted a suit on the bond of John Fowler against him and his sureties, of whom William T. Barry was one. The suit was decided in favor of the defendants, on the ground that the bond given by John Fowler and his sureties to the Postmaster General of the United States for the time then being, and his successors in office, was not authorized by the laws of the United States; that the bond was not suable in the name of the Postmaster General of the United States; that if the bond had any validity, it was only as a private and personal security to the individual who was then Postmaster General, to secure him against any individual damage which he might sustain by Fowler's breach of the condition. The main point decided by the court was in conformity to an opinion of Mr. Associate Justice Johnson, in his circuit; which opinion had been published in a newspaper, and was cited and read to the court of the United States in and for the district of Kentucky.

Immediately after the decision of the court in refusing to sustain an action on the bond, I communicated the fact to Mr. McLean, the Postmaster General, together with the points decided, and the case quoted as decided by Judge Johnson. In answer to my letter, Mr. McLean informed me that means would be taken to have the decision of Judge Johnson reversed in the Supreme Court. To my letter in the Post Office Department, written when the transaction was fresh in my memory, I beg leave to refer the committee, as containing a more full explanation of the grounds of the decision of the court in favor of the defendants, and also as to the time when that decision was pronounced. This took place many years ago, and, so long as I remained in the office of district attorney, I received no further directions from the Postmaster General in relation to that bond, or the debt due from John Fowler.

With great respect, &c.

GEORGE M. BIBB.

Hon. Mr. CLAYTON, Chairman of the Select Committee on the Post Office.

I, No. 15.

Five depositions, taken in the Post Office Department, relative to erasures and insertion of Abraham Bradley's name.

DEAR SIR:

TUESDAY MORNING, half after 10.

I have the honor to enclose the depositions made by five gentlemen of the Department in pursuance of the inquiries put by the sub-committee under your direction yesterday morning.

I am, sir, with great respect, your obedient servant,

C. K. GARDNER.

Hon. FELIX GRUNDY.

Proceedings before Messrs. Grundy and Holmes, a sub-committee of the investigating committee of the Senate in the General Post Office, February 28, 1831.

Deposition of John Taylor.

JOHN TAYLOR, a clerk in the office, being sworn, says:

Question. Did you assist in making out the abstract of mail contracts marked A, which has heretofore been presented to the Senate, and now presented to you?

Answer. I did, and was assisted by Mr. Dundas, Mr. Burke, and Mr. Blair.

Question. In the contract made with Harrell, (page 11, contract No. 191,) how came the name of Abraham Bradley, Assistant, acting Postmaster General, to be introduced?

Answer. That case is in the handwriting of Mr. Dundas, who says Mr. Barry's name was originally inserted, and was erased by him, and Mr. Bradley's name introduced, which was done in pursuance of a consultation between witness and Mr. Brown, because the allowance appeared to have been made before Mr. Barry entered on the duties of his office, and when Abraham Bradley was the acting Postmaster General. The alteration was made by direction of witness, for the reason above stated.

Question. Why was Mr. Barry's name entered in the first place?

Answer. It was an error on my part, having his name inserted in the first place, believing that the Postmaster General never died in the eye of the law, and without reflecting on that provision of the Post Office law which authorizes the senior Assistant to act as such in the absence of the Postmaster General. When the first case occurred, similar to the one before me, Mr. Brown was absent. Mr. Dundas and myself had a conversation about it, and differed in opinion; the entry was, however, made according to my idea of the case. Afterwards, on Mr. Brown's return, I stated the point to him, who decided that all allowances made while Mr. Bradley was acting Postmaster General should be entered in his name, and the alterations were accordingly made. In obtaining the opinion of Mr. Brown, there was no particular case stated to him; he decided the principle, and we conformed our acts thereto.

Question. From what book or document did you make that part of the abstract of which you are now speaking?

Answer. From the pay list, ledger, and journal. The principle we acted on throughout, after obtaining Mr. Brown's decision, was, that all allowances entered on the journals and ledgers between the dates of Mr. McLean's resignation and Mr. Barry's taking the oath of office, were entered as if made by Mr. Bradley; of course, all allowances posted on the 1st April, 1829, were entered on our abstract as if made by him. In the case of Harrell, the first entry of the additional allowance on the ledger is 1st April, 1829, and was by us, of course, presumed to have been made by Mr. Bradley. The ledgers were our sole and only guide, and I referred to no other books for the dates of the allowances. The dates of the commencement of the additional services were obtained from Mr. Suter's pay list.

Question. At what time did you make out the abstract?

Answer. We were working at it for some months; I, myself, from about 1st November last to 1st February.

JOHN TAYLOR.

FEBRUARY 28, 1831.

Deposition of William H. Dundas.

WILLIAM H. DUNDAS, being sworn, says: That he recollects all the facts stated in the deposition of John Taylor, and concurs in his statement of them. Mr. Taylor being already engaged in the work when this deponent came to the office for the purpose of assisting him to further its progress, and presuming that said Taylor was acquainted with the manner in which the abstracts should be made out, he (this deponent) derived all his instructions from him. In making out the abstract, I had reference to the pay list for the date of the commencement of the service, and to the ledger for the date of the additional allowance; and during the examination I met with the following case, viz:

191. J. T. Harrell, Georgetown to Charleston, 1st January, 1827,	-	-	-	\$1,500 00.
Expediting mail, per letter to him 13th April, 1829.				
Expediting mail, per letter to him 15th April, 1818.				
From 2d May, 1828, -	-	-	-	\$498 12

But, as above stated, I had reference only to the date of the service, viz: May 2, 1828; and it appears from the ledger that the first allowance for this service was entered there on the 1st of April, 1829, which I considered my warrant for so stating it in the abstract.

WILLIAM H. DUNDAS.

Deposition of John Suter.

Question. State the circumstances in relation to the allowance made J. T. Harrell for expediting the mail between Georgetown and Charleston, and the rule adopted in entering additional allowances on the pay lists and books of the Department.

Answer. A letter addressed by P. Bradley, Esq., late Assistant Postmaster General, to J. T. Harrell, (a copy of which is hereto annexed,) was handed to me by Mr. Harrell on the 13th of April, 1829, on which I examined the papers therein referred to, (no entry having been made on the contract,) and made an entry on the pay list of the additional allowance as follows:

"Increased speed, (see letters to him 13th April, 1829, and 15th April, 1828,) from 2d May, 1828, \$498 12," [per quarter.]

The rule necessarily adopted by the book-keepers is, in the months of March, June, September, and December, to carry all allowances then noted on the pay lists to the journals, under dates of the 1st January, 1st April, 1st July, and 1st October preceiling, for services ordered previous to the last named days, although the rate of compensation may not have been decided on at the dates under which the credits are given, but between those and the times at which they are carried into the journals. This accounts for Mr. Harrell's being credited under date of 1st April, 1829, for the increased expedition previous to that date, although the allowance was not fixed until the 13th of April, 1829.

Copy of the letter above referred to.

SIR:

POST OFFICE DEPARTMENT, April 13, 1829.

The Postmaster General has examined the several documents in support of your claim to extra pay for expediting the mail between Georgetown and Charleston, South Carolina, and, as connected with the subject, has read the letters of the Hon. Messrs. Drayton and Hamilton in your favor.

The result of his inquiry is, that your claim to the sum of \$1,992 50 be credited to you from the period the service began.

Respectfully,

P. BRADLEY.

MR. JOSIAH T. HARRELL, now at Washington City, D. C.

Question. State what you know in relation to the allowance made John McLean for a seventh or daily mail between Camden and Augusta.

Answer. When this allowance was made, Mr. McLean was receiving, for expediting the mail between Camden and Augusta, at the rate of \$3,444 28 per annum, at which rate he was paid from 15th July to 31st December, 1828. On the 1st day of January, 1829, the seventh or daily mail was put in operation, for which he was allowed \$2,000 per annum, the allowance for increased expedition to cease from the time the seventh or daily mail was put in operation.

JOHN SUTER.

Deposition of Obadiah B. Brown, Chief Clerk.

OBADIAH B. BROWN, chief clerk, being sworn, says: When directed by the Postmaster General to cause the statement of the allowances (marked A) to be made, I first instructed Mr. John Taylor to commence the work, and afterwards, by consent of the Postmaster General, employed Mr. Dundas to assist him. The directions which I gave were, to call upon Mr. Suter, the pay clerk, for his pay list, which would exhibit the payments actually made, and on what contracts they were made; from which reference could be had to each particular contract. Mr. Taylor soon after informed me that, in many cases, the additional allowances were not entered on the contracts; and when they were so entered, in most instances the date of entry was omitted, and he needed instruction as to the proper date. I then directed him to take the date of entry to the credit of the contractor as the only criterion that could be given. Some time after this he asked further instruction as to the proper person who should be regarded as having made the allowance at the different periods. I directed him to enter all allowances made from the 1st July, 1823, to the 6th March, 1829, inclusive, to the name of John McLean, who was Postmaster General during that period; to enter all allowances made from the 7th March to the 5th April, 1829, to Abraham Bradley, who was, by law, acting Postmaster General during that period; and from the 6th of April, 1829, the day when William T. Barry took charge of the Department, to enter all allowances to his name. In the case (No. 191) of Mr. Harrell, the service appears to have been ordered by Mr. McLean, and the allowance made on the 13th of April, 1829, by Mr. Barry. The entry on the transcript to the name of Mr. Bradley is an error which I was not apprized of, never having seen it till this morning, as I was confined by sickness when the report was made; but the error must have arisen from the following circumstance: The entry of the allowance was made on Mr. Suter's pay list, with no other date of entry than a reference to a letter of April 13, 1829, to Mr. Harrell. The entry from the pay list into the book of accounts for so much of the additional allowance as accrued for services rendered prior to the 1st April, 1829, was made under date of April 1, 1829, instead of the date when the allowance was actually made, 13th April, 1829. It was not known to me, and of course could not have been anticipated by the persons employed in making the statement, that the date of an entry to the credit of a contractor for additional allowance was ever made antecedent to that allowance. From examination, however, such appears to have been the ancient custom of the Department in similar cases; and a custom which, if incorrect, as I believe it to be, appears not yet to have been changed.

O. B. BROWN, Chief Clerk.

GENERAL POST OFFICE, February 28, 1831.

Deposition of Charles K. Gardner, Assistant Postmaster General.

Question. Did you understand that Mr. A. Bradley wished the postmaster at Poughkeepsie turned out of office?
 Answer. I answer that I did not so understand Mr. Bradley. I did not see the recommendation of Mr. Bradley, nor the copy of his letter to one of the candidates, now on file, until after the change in that office.

Question. State all the material circumstances relating to the non-establishment of a post office at East Oswego, or Oswego court-house?

Answer. I answer that the late Postmaster General once determined to establish a new office at East Oswego, and ordered an appointment in December, 1828; but, finding that the toll bridge constituted no real obstacle to intercourse between the citizens of that side of the river and the post office in the main village of Oswego, only half a mile apart, and other reasons, he recalled the order. The present Postmaster General has never, to my knowledge, ordered or directed the establishment of such office; and I am certain he never expressed to me an intention to do so. It appears, on the contrary, from the records, that he denied the application.

Question. What was done with the key of the iron chest, from the time it was delivered up by Mr. A. Bradley, until the money was counted by Mr. Suter and others; also, when was the key delivered up by Mr. Bradley?

Answer. I was present at the house of Mr. Barry, (Postmaster General,) on the evening of the removal of Mr. A. Bradley, on or about the 14th September, 1829, when a young gentleman, the son of Mr. Bradley, as I presumed, came in, and delivered to Mr. Barry a large key, stating that his father would be in the city in a few days, and "deliver the rest." Mr. Barry handed the key at the instant to me, stating "This belongs to you." I placed it in my pocket, and in the morning brought it with me to the office, having determined not to interfere with any books or papers in Mr. Bradley's room, except in the presence of a witness, and not at all with the iron chest. I placed the key in a drawer in my desk, which was under lock and key; the next day, I think, Mr. Barry handed to me a duplicate of that key, which I placed with the former in my desk; and, on or about the 16th, I had all the keys I so received locked in a separate case, and the key of that case (a peculiar one) placed in the hands of a third person, in whose hands it remained till the day of the inventory on the 28th of the same month. Mr. Bradley having declined to attend, though invited, for the inventory, Mr. Barry appointed two impartial persons of the Department, to wit, Messrs. Simpson and Suter, for this duty; and they, on the day last mentioned, assisted by two others, friends of Mr. Bradley, took an inventory of all the papers, notes, and property of value, in the said iron chest. The keys, on the morning of the 28th September, 1829, were taken, in my presence, from the case before mentioned, and handed to Messrs. Suter and Simpson, or one of them, under whose direction the chest was opened after Mr. Bradley left the office, on that day, as I firmly believe. I know that I never opened the chest, until after the said inventory was taken; and believe it to have been impossible, from my knowledge of the safety of the keys, that any person living opened the same within the whole period above stated.

C. K. GARDNER.

J. No. 16.

WASHINGTON, December 24, 1830.

SIR:

On the 15th instant, a select committee, composed of five members, was appointed by the Senate, in pursuance of a resolution directing them "to examine and report the present condition of the Post Office Department; in what manner the laws regulating the Department are administered; the distribution of labor; the number of clerks, and the duties assigned to each; the number of agents, and where and how employed; the compensation of contractors; and, generally, the entire management of the Department; and whether further, and what, legal provisions be necessary to secure the proper administration of its affairs."

In the discharge of the duties devolved upon them by this resolution, the committee have unanimously resolved to request information from the Postmaster General on the following subjects, viz:

1st. State the amount of the incidental expenses of the Department from July 1st, 1826, to July 1st, 1827; from July 1st, 1827, to July 1st, 1828; from July 1st, 1828, to July 1st, 1829; and from July 1st, 1829, to July 1st, 1830; with the various items of such expenses during each of those years.

2d. By your last report, it appears that the expenditures of the Department for the year ending July 1st, 1830, have exceeded those for the preceding year by the sum of \$150,575 38. The committee desire to know, distinctly, what are the "improvements in mail facilities," or other causes, which have occasioned this increased expenditure; on what routes the transportation of the mail has been increased from July 1st, 1829, to July 1st, 1830, as stated in said report; and what contracts have been made for this purpose. They desire, also, to ascertain how much the amount of revenue has been augmented, by the same causes, in the same time.

3d. The state of the funds of the Department on the 1st of October last; the amount, if any, then due from it, and to whom due, with the means of payment; also, the state of the funds when you came into office, the pecuniary responsibilities of the Department at that time, and the means of payment.

4th. The number of clerks employed by the Department, their duties, their respective salaries, and out of what fund those salaries are paid; whether in any, and, if so, in what cases their salaries are not arranged according to law; whether any extra allowance has been made by you to the chief clerk in your Department, and for what cause; and, if any such extra allowance has been made, by what authority it has been paid, and out of what fund.

5th. What extra allowances have been made by you to contractors; and, if any, for what services, and at what times? What sum was agreed to be paid for the transportation of the mail between Washington and Baltimore from the 1st of January to the 1st of December, 1829; from the 1st of December, 1829, to the 1st of January, 1830; from the 1st of January, 1830, to the 1st of April, 1830; from the 1st of April, 1830, to the 1st of July, 1830; and from the 1st of July to the 1st of October, 1830? State by whom, on the part of the Government, any and every such contract entered into during either of those periods was made, and the time when it was made.

6th. State what postmasters have become defaulters to the Government since your appointment as Postmaster General, with the times when their delinquencies respectively occurred; the balance due from each; and what steps have been taken to collect it.

7th. In cases of contracts made by you for carrying the mail, have any proposals to carry it for a higher sum been accepted by you, in preference to proposals for a lower sum? If so, state the cases particularly, the different proposals, and the names of those who made them, with your reasons for accepting the higher bid. State, also, the practice of the Department in similar cases heretofore.

8th. What was the system of receipts and disbursements of money when you came into the Department? What were the checks to prevent an improper application of its funds? And what are the alterations which you have made in that system?

9th. Set forth, in a separate statement, the number of agents employed by the Department, their respective names, places of residence, duties, and compensations.

You will please designate what portion, if any, of the information which you may communicate the public interest may, in your judgment, require should not be published.

I have the honor to be, very respectfully, your obedient servant,

JOHN M. CLAYTON, *Chairman.*HON. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, January 17, 1831.

I have the honor to inform you that the committee appointed by the Senate to examine the present condition of your Department have directed me to inquire of you—

1. What postmasters have been removed since you came into office, and for what causes? Please to give their names and places of residence, when removed, with the time and causes of their removal; classifying the causes for brevity's sake.

2. When application has been made to remove a postmaster for reasons stated, has it been your practice to remove on evidence *ex parte*, or to give him an opportunity to answer?

3. Have you overdrawn on postmasters since you came into office, and to what amount, and for what reasons? and what amount thus overdrawn has been paid? and what has been the former practice on that subject in your Department?

Very respectfully, your obedient servant,

JOHN M. CLAYTON, *Chairman.*

HON. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, *January 28, 1831.*

I have the honor to inform you that the committee appointed by the Senate, on the 15th ultimo, to examine the present condition of your Department, have adopted the following resolution:

"*Resolved*, That the Postmaster General be requested to state any information he may think proper to communicate respecting the appointment of Joseph Picklin, postmaster at Lexington, Kentucky; whether any contract was made with said Picklin, before or at the time of his appointment, for a part of the profits of said office; or whether said Picklin has advanced moneys to any person on account of his appointment, or for the purpose of indemnifying any person or persons for any liability whatever to the United States."

The committee having received no communication from you in reply to their inquiries of the 24th December and 17th January, desire to be informed within what time they may expect your answer to those inquiries.

Very respectfully, your obedient servant,

JOHN M. CLAYTON, *Chairman.*

HON. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, *February 15, 1831.*

The select committee appointed to examine and report the condition and management of your Department desire you to be officially informed that the Senate have, by a vote this day, resolved to interdict the inquiry respecting the *causes* of removals of postmasters, and that your answer to the interrogatory on that subject is therefore dispensed with.

I have the honor to be your obedient, humble servant,

JOHN M. CLAYTON, *Chairman.*

HON. WILLIAM T. BARRY, *Postmaster General.*

SIR:

WASHINGTON, *February 17, 1831.*

Your attention is invited to the following extract from the proceedings of the committee appointed by the Senate to examine and report the condition of your Department:

"IN COMMITTEE, *February 17, 1831.*

"It being suggested by a letter to a member of the committee that some impropriety had existed in relation to a contract made by the Post Office Department for the transportation of the mail on four routes in Indiana, which contract was made with Abner McCarty and Billingsly Roberts:

"*Resolved*, That the Department communicate to this committee all the circumstances respecting said contract; also, what extra allowance (if any) has been made to Edward Johnston for the transportation of the mail between Indianapolis and Madison, and between Indianapolis and Lawrenceburg, in the State of Indiana."

I am authorized to add, that Mr. Hendricks, a member of the committee, will furnish you with any explanation you may desire in regard to the inquiries contained in this communication.

I have the honor to be your obedient servant,

JOHN M. CLAYTON, *Chairman.*

HON. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, *February 17, 1831.*

I have the honor to inform you that a committee appointed by the Senate to examine and report the condition and management of the Post Office Department have this day adopted a resolution, of which the following is a copy:

"*Resolved*, That a letter be addressed to the honorable John McLean, requesting him to furnish the committee with such information as it may be in his power to give of the actual state of the available funds of the Department at the time of his resignation of the office of Postmaster General; and whether his estimate of the losses of the Department in his last report was founded on any actual examination of the state of the balances outstanding at that time, or how that estimate was made; what was the mode of keeping the accounts of the Department during his administration of its affairs; and whether there existed any want of checks to prevent fraud in the management of the revenue of the Department at that time; also, to state the character of Abraham Bradley, late Assistant Postmaster General, as an officer and a man, since Mr. McLean became acquainted with Mr. Bradley."

With great respect, I have the honor to be your obedient servant,

JOHN M. CLAYTON, *Chairman.*

HON. JOHN McLEAN, *Washington.*

SIR:

WASHINGTON, *February 19, 1831.*

The committee appointed by the Senate to examine and report the condition of your Department have this day adopted the following resolution:

"*Resolved*, That the present Postmaster General and the senior Assistant Postmaster General be requested to state to this committee whatever information they, or either of them, may possess respecting the circumstances which may have occurred between them and Mr. Abraham Bradley about the time the late postmaster at Poughkeepsie was removed, in relation to said removal, apart from the causes of it."

I have the honor to be your obedient servant,

JOHN M. CLAYTON, *Chairman.*

HON. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, *February 26, 1831.*

The select committee of the Senate on the affairs of the Post Office Department have directed that you "be requested to accompany your response to the interrogatories heretofore put to you, with a statement whether you did not make a written communication to the present Postmaster General, of which the following is an extract:

"MARCH 31, 1829.

"The expenditures of the Department will this year exceed the receipts, as was the case last year; but the increase of receipts will show the rapid advancement of the Department. It was deemed good policy to permit the expense to go beyond the receipts, in order that a part of the surplus of former years might be absorbed. It is the true policy to keep the funds active, and never suffer a large surplus to accumulate. The above remarks are made because some persons are ignorant enough to suppose that the Department is sinking, provided its receipts do not, in

the current year, equal or exceed the expenditures. This is sometimes the case when the receipts exceed those of the past year one hundred thousand dollars."

I have the honor to be, very respectfully, your obedient servant,

JOHN M. CLAYTON, *Chairman.*

Hon. JOHN McLEAN, *Washington.*

SIR:

WASHINGTON, March 1, 1831.

Your communication in reply to the interrogatories of the select committee appointed by the Senate to inquire into the management of your Department, dated February 26, 1831, was this day delivered to me by Mr. Gardner, Assistant Postmaster General, at one o'clock, P. M.

The committee direct me to request you to furnish them with full copies of the letter of the honorable John McLean, dated March 31, 1829, and of the letter of Abraham Bradley relating to the office at Poughkeepsie, from which extracts heretofore furnished from the Department have been made, and laid before the committee.

Very respectfully, your obedient servant,

JOHN M. CLAYTON.

Hon. WILLIAM T. BARRY, *Postmaster General, Washington.*

SIR:

WASHINGTON, March 1, 1831.

I have the honor to acknowledge the receipt of your letter of the 26th of February, which was yesterday delivered to me, and to inform you that the committee of the Senate on the management of the Post Office Department have this day directed me to request you to state whether Abraham Bradley, while Assistant Postmaster General, made any (and what) allowances to contractors; and whether, in your estimate in your last report, the balance due from Bache, the postmaster at Philadelphia, and the counterfeit and uncurrent money in the Department, were considered as available funds, or as lost.

I have the honor to be, with great respect, your obedient servant,

JOHN M. CLAYTON, *Chairman.*

Hon. JOHN McLEAN, *Washington.*

K, No. 17.

Journal of the proceedings of the Select Committee on the present condition of the Post Office Department.

FEBRUARY 1, 1831.

Present, all the members.

Mr. Holmes desired to have Abraham Bradley, a witness summoned in obedience to an order of the committee, sworn.

Mr. Woodbury objected to swear and examine the witness at all, until some explanation is given of the object of his inquiries, showing its pertinency and propriety as connected with the reference to this committee.

Mr. Holmes then proposed to examine the witness first, by asking him the following question:

"How long were you Assistant Postmaster General, and what were the duties assigned you in the Department?"

Mr. Holmes objected to giving any further explanation of the object of his question than the question itself conveyed, and insisted on his right to have the witness examined.

The question being taken, it was decided that the question of Mr. Holmes be put to the witness by the following vote:

Yeas, Messrs. Holmes, Hendricks, and Clayton; nays, Messrs. Grundy and Woodbury.

Mr. Bradley, the witness, was then sworn by the chairman to make true answers to such questions as should be put to him by the committee.

The question of Mr. Holmes was then put and answered, as appears by the deposition.

Mr. Holmes then proposed the following question:

"Were you removed from your office; and when; and, if you know, for what cause or causes?"

Mr. Grundy objected to the question.

Mr. Hendricks moved to adjourn, and the committee adjourned.

Yeas, Messrs. Grundy, Hendricks, and Woodbury; nays, Messrs. Holmes and Clayton.

Abraham Bradley's deposition, so far as it was taken at the first meeting, was as follows:

Question. How long were you Assistant Postmaster General, and what were the duties assigned you in the Department?

Answer. I was Assistant Postmaster General about thirty years; was appointed in the first quarter of the year 1800, and continued till about the 14th or 16th September, 1829. I was the treasurer of the Department, and, until about five years ago, had charge of the contracts for conveyance of the mail. Phineas Bradley then took charge of this last-mentioned duty. I had also the superintendence of all the business, except making appointments, (which was done by the Postmaster General,) until P. Bradley was appointed second Assistant Postmaster General, when he took charge of the mail contracts, as I have stated.

FEBRUARY 3.

The committee met; and the witness, Abraham Bradley, not attending, in consequence, as was supposed, of the inclemency of the weather, adjourned.

FEBRUARY 4.

The committee met.

Present, Messrs. Clayton, Grundy, Holmes, and Woodbury.

Mr. Clayton presented the following resolution, and asked its adoption:

Resolved, That Joseph W. Hand, solicitor of the Post Office Department, be requested to attend the committee with the book showing what balances of accounts have been collected, and to give information as to the actual state of the available funds of the Department.

Mr. Grundy objected to the resolution, and moved to amend it so that it should read as follows:

Resolved, That the Postmaster General be requested to inform the committee what balances of accounts have been collected, and to give information as to the actual state of the available funds of the Department.

After debate, the amendment was rejected.

Yeas, Messrs. Grundy and Woodbury; nays, Messrs. Clayton and Holmes.

The question was then taken on the resolution, and it was lost.

Yeas, Messrs. Clayton and Holmes; nays, Messrs. Grundy and Woodbury.

On motion of Mr. Grundy, the committee adjourned.

FEBRUARY 5.

The committee met: present, all the members.

Question by Mr. Holmes to Abraham Bradley, the witness:

Did you write a letter to the President, stating certain facts in regard to the management of the Post Office Department? and have you a copy of that letter?

This question was objected to by Mr. Grundy; and, after debate, it was decided that it should be put, by the following vote:

Yeas, Messrs. Clayton, Hendricks, and Holmes; nays, Messrs. Grundy and Woodbury.

The interrogatory was then again proposed to Abraham Bradley by Mr. Holmes.

Did you write a letter to the President, stating certain facts in regard to the management of the Post Office Department? and have you a copy of that letter?

Answer. I did.

Question. Do you state, upon your oath, that all the allegations contained in that letter are true?

Answer. The chief part of them are true, to my own knowledge. The rest I know from the books of the office, and from the information of others, whom I believe. The letter was left with my son, to be delivered to the President, and with a request to substantiate the facts by documents, which were referred to in a memorandum, put also in the hands of my son. He informs me he did not deliver it in person, but put it into the hands of the servant at the door, with a note to the President on the subject; which letter I offer to produce.

Question by Mr. Clayton. Are the matters and things stated in that letter, which relate to your own act and deed, true, of your own knowledge? And are such as relate to the act and deed of any other person or persons true, as you believe?

Answer. They are.

Mr. Holmes now moved that a copy of the letter be received.

Mr. Grundy moved, as a substitute for the above question, the following resolution:

Resolved, That the letter is not to be received as evidence; and that the witness now proceed to state the matters within his knowledge, refreshing his memory from the letter, if he chooses to do so.

Yeas, Messrs. Grundy, Hendricks, and Woodbury; nays, Messrs. Clayton and Holmes.

Mr. Holmes. Do you know of Mr. Barry being indebted to the Government?

Answer. In the year 1818, John Fowler, then postmaster at Lexington, Kentucky, was indebted to the General Post Office.

To the answering of this question Mr. Grundy objected, because the records of the office are better testimony of this fact; and the records have been called for by the committee. Objection voted for by Messrs. Grundy and Woodbury, and overruled by the residue of the committee.

The chairman then produced two communications from the Postmaster General, dated January 31, 1831, the reception of which he mentioned in committee yesterday, and proposed going for them, if it were thought necessary; but this was not required.

Witness resumed: His sureties were applied to; they begged indulgence to be released from the bond on paying part of the money, and renewing the bond; all this was agreed to and done, and a new bond was given for \$10,000, joint and several, to which there were a number of sureties, among whom was William T. Barry. Mr. Fowler continued in office some time after, until he became indebted to a greater amount than that of his bond. He was removed from office, and the bond put in suit against all the sureties that were living; the court decided in favor of the sureties. The case was afterwards opened; it was called; the United States attorney did not appear, and the suit was dismissed, that the United States might begin *de novo*.

Question by Mr. Grundy. Have you not derived all the information you possess from the books, papers, and correspondence of the Department on the foregoing subject?

Answer. The principal part is; the dunning letters were not usually copied into the books, nor were the letters to the sureties. The bond was sent to the district attorney, and had not been returned when he left the office. For proof of this, see Post Office ledger L, vol. 6, and suit book, and letters from the officers conducting the suit. Joseph W. Hand can produce the books and correspondence on this subject.

Question by Mr. Grundy. After the bond was given in which Mr. Barry was security, did not Mr. Fowler regularly pay up, quarterly, to the Department, a sufficient sum, as having been received by him in the preceding quarter, to cover the receipts of the preceding quarter? and was not one question in controversy with the securities this: they insisting that these payments should be applied to their bond, and you insisting that these payments should be applied to the old bond?

Answer. I believe that Mr. Fowler did pay as much as the amount of the bond after the last bond was given; whether he paid it regularly or not, I cannot say, and this was a point in controversy in the case; but it was a uniform usage in the office to consider the old debt first paid where no designation was made. There was one case in which a different principle was adopted, and the moneys applied to the last bond by some order; but how it terminated, I know not. It was the case of Solomon Southwick, of Albany.

Mr. Grundy. Who were securities in the old bond?

Answer. James Morrison and others; Mr. Barry not being one.

Question by Mr. Grundy. Was not the old bond delivered up to the securities in it, under an impression or understanding on your part that the securities in the new bond could be rendered answerable for the preceding delinquency?

Answer. Yes; but it was not given up until after a sum equal to the old bond was paid.

Question by Mr. Grundy. At what time was the old bond given up? and does that appear by any book or memorandum in the office?

Answer. I cannot tell, but it was a good while after the new bond was given.

Question by Mr. Grundy. When Mr. Morrison applied to the Postmaster General to give up the old bond, did not you and the Postmaster General contend, for a long time, that it ought not to be surrendered to him, upon the ground that the securities in the new bond ought not to be liable for all the moneys then owing by Fowler?

Answer. I think that was not the ground of contention; but the ground was, that the Department might have two strings to its bow.

Question. Was not George M. Bibb the district attorney who had that bond in charge?

Answer. I think so; the books will show.

Question by Mr. Woodbury. Were the payments by Fowler credited, at the time received, on the old bond or not?

Answer. They were not credited on the bonds at all; we opened an account with every postmaster, and moneys received were credited on the books, and without any reference on the books to the bonds.

Question by Mr. Woodbury. Was it the practice of the Department to give up bonds while a contest existed as to the liability of the sureties?

Answer. It has never been so, except in two or three cases; and in those cases (this case included) the Postmaster General was satisfied that the old debt was paid. The suit book and bond book for that period will elucidate the subject of the indebtedness of the Postmaster General; Mr. Hand has them.

Question by Mr. Woodbury. Was it the practice in the Department to give up bonds in any case?

Answer. It was not, but there were a few exceptions; I recollect but one other case, and that I cannot designate.

Question by Mr. Woodbury. Who applied to the Department to have this bond given up, except Mr. Morrison? and were the sureties in the new bond notified of the application before the old bond was given up?

Answer. No person, to my knowledge, applied but Major Morrison; the sureties to the new bond were not notified.

Question by Mr. Clayton. Did Fowler ever direct that the money paid by him should be applied to any particular bond?

Answer. He did not, to my knowledge; but the Department applied the money to the old bond, according to usage in such cases.

Question by Mr. Grundy. Until James Morrison applied to give up the old bond, had you made any specific application of the moneys received from Fowler after the execution of the new bond, either on the old bond, or any book, record, or paper in your Department?

Answer. This is matter of opinion: we had nothing but the general running open account, until suit was brought, which was long after the old bond was given up; but we balanced all our accounts every six months, and we considered payments as applied to the old bonds till they were satisfied; but there was no specific entry on the subject. The balance remaining against Fowler when suit was brought was upwards of \$10,000.

FEBRUARY 17.

Committee met: all present. Examination of A. Bradley continued.

The following was moved by Mr. Grundy, and adopted by the committee:

It being suggested, by a letter to a member of the committee, that some impropriety had existed in relation to a contract made by the Post Office Department for the transportation of the mail on four routes in Indiana, which contract was made by the Department with Abner McCarty and Billingsly Roberts—

Resolved, That the Department communicate to this committee all the circumstances respecting said contract; also, what extra allowance (if any) has been made to Edward Johnston for the transportation of the mail between Indianapolis and Madison, and between Indianapolis and Lawrenceburg, in the State of Indiana.

Question by Mr. Holmes. Were you removed from office? when, and by whom?

Answer. I was removed from office on the 14th of September, 1829, by Mr. Barry.

Question. How many in the General Post Office had been previously removed? Name them, if you can.

Answer. One—Andrew Coyle; Bestor, Grey, my brother, the other Assistant Postmaster General, and Waggonman, a short time since.

Question by Mr. Holmes. How long was your brother Assistant Postmaster General?

Answer. He has been in the office, in different capacities, since 1799, until the date of his removal, Sept., 1829.

Question by Mr. Woodbury. Is your brother now, or has he ever been, to your knowledge, interested, either directly or indirectly, in any mail contract?

Answer. He is not now, nor has he been for ten years past, to my knowledge. He was once, while a clerk in the office, interested in a contract, with the approbation of the Postmaster General—Mr. Granger or Mr. Meigs, I am not certain which. He is now agent for the new contractors on the stage and steamboat route from Mobile to New Orleans; the contractors are Stockton and others. William A. Bradley, son of Phineas Bradley, is interested, but I think his name does not appear as one of the contractors.

Question by Mr. Holmes. How long had Mr. Coyle been a clerk in the office?

Answer. I cannot say; a long time.

Question by Mr. Holmes. Do you know from Mr. Barry, or otherwise, that the President has directed in any case of removals?

Objected to, and overruled by Messrs. Grundy, Hendricks, and Woodbury.

Question by Mr. Holmes. Has any other officer in the Post Office Department directed and regulated the removals without the knowledge of Mr. Barry? and, if so, who?

Objected to by Messrs. Grundy and Woodbury.

Answer. I cannot say with certainty, but I think that Mr. Gardner has: he has, without the active and intelligent knowledge of the Postmaster General; and I infer it from this fact, that the postmaster at Poughkeepsie wrote a letter to me, inquiring whether it was likely he should be removed. At his request, I called on the Postmaster General. He told me he had received a letter from him that morning himself on the subject, and that it was determined he should not be removed; and authorized me to inform him. So I went on to Mr. Gardner, who kept the book of appointments, and inquired of him: he said a new appointment was made out yesterday. Several other instances of a similar character induced this opinion, but I cannot remember them now.

Question by Mr. Woodbury. Can you state when any of the other instances you name took place, or where the deputies resided, or the name of one of them?

Answer. I cannot now; but I think if you will suspend the question to another meeting, I can.

Question by Mr. Grundy. How many assistants and clerks belonged to the General Post Office at the time of your removal?

Answer. I think about forty-three, and one employed half the time, including messengers.

Question. Of the clerks left in the Post Office at the time of your removal, how many of them were favorable, and how many unfavorable, to the present administration?

Answer. I had with them very little conversation about politics; about one-fourth of them were friendly to the present administration, as I suppose.

Question by Mr. Holmes. How many of those friendly to the present administration have been removed by Mr. Barry?

Answer. None of them, to my knowledge, except Mr. Waggonman, of whose politics I am not certain; and I do not know that he was removed. My impression was, that he was friendly to General Jackson.

The following resolution was adopted by the committee:

Resolved, That a letter be addressed to the Hon. John McLean, requesting him to furnish the committee with such information as it may be in his power to give of the actual state of the available funds of the Department at the time of his resignation of the office of Postmaster General, and whether his estimate of the losses of the Department in his last report was founded on any actual examination of the state of the balances outstanding at that time, or how that estimate was made; what was the mode of keeping the accounts of the Department during his administration of its affairs; and whether there existed any want of checks to prevent fraud in the management of the revenue of the Department at that time; also, to state the character of Abraham Bradley, late Assistant Postmaster General, as an officer and a man, since Mr. McLean became acquainted with Mr. Bradley.

Mr. Grundy objected, wishing the witness present: objection overruled by Messrs. Clayton, Hendricks, and Holmes, on the ground that the witness may be requested to attend next Tuesday.

Committee having considered their arrangements, resolved that the committee meet again on Saturday next at 11 A. M.

This 17th February, 1831, Mr. Woodbury delivered to the committee the affidavits, &c. in the case of the southern contract, referred to by Mr. Gholson.

FEBRUARY 19.

Committee met.

Mr. Grundy proposed the following resolution, which was adopted:

Resolved, That the present Postmaster General, and the senior Assistant Postmaster General, be requested to state to this committee whatever information they, or either of them, may possess, respecting the circumstances which may have occurred between them and Mr. Abraham Bradley, about the time the late postmaster at Poughkeepsie was removed, in relation to said removal, apart from the causes of it.

Mr. Bradley corrects the answer heretofore made as to the number of clerks, &c. friendly to the administration; and says that there were seventeen in favor of the present administration, twenty-one in favor of the late administration, and five neutrals, at the time Mr. Barry came into office, according to the best estimate he can make. He understood the question heretofore to refer to the time Mr. Barry came into office.

Question by Mr. Grundy. Who has assisted you, since you were last before this committee, in ascertaining the number and politics of the different clerks in the Post Office?

Answer. My son, Joseph H. Bradley, and I made out the estimate together. He was better acquainted with their politics than myself.

Mr. Holmes. What is the mode of proceeding at the office in regard to the removal of an officer under Mr. Barry's administration? State the whole proceeding.

Answer. The process was so various that it is difficult to describe it. If the post office was at a distance, it was usually on the exhibition of depositions and petitions, and sometimes on verbal communications, and sometimes simply on petition. Under the former administration, it was uniformly the practice to give notice to the person accused of the charges, if they implicated his character; and frequently, under the present administration, the like notice has been given.

A new county seat was established in Oneida county, New York; the citizens petitioned for the establishment of a post office at the court-house, and recommended a Mr. Grant, a nephew of mine. About a month after the

application, he wrote me that he had heard nothing from the petition. I showed the letter to the Postmaster General, and stated the case: he said the appointment should be made. I informed Mr. Gardner: he said there was another office in the township, four miles off; and that Oswego Falls post office was only divided from it by a navigable stream, over which, he supposed, there was a bridge or ferry. Some time after, I received another letter from Mr. Grant stating that he had not heard from the Department. I showed it to the Postmaster General, and stated the case again: the Postmaster General said it should be made, and I might tell Mr. Gardner so. I told him so, but no appointment was ever made. There are sundry other cases I can name.

After debate, adjourned to February 22, at 11 o'clock, A. M.

FEBRUARY 22.

Committee met at 10 o'clock. Present: Messrs. Grundy, Holmes, Hendricks, and Woodbury.

Ordered, That the chairman summon John Test to appear on Thursday.

Mr. Bradley appeared, and it was proposed to proceed with his examination, which was objected to by Mr. Holmes, because of the absence of Mr. Clayton. Committee then adjourned till 11 A. M. on Thursday next.

At 11 o'clock Mr. Clayton attended, that being the hour of meeting for the committee; and none of the other members were then in attendance except Messrs. Clayton and Hendricks.

FEBRUARY 24.

Committee met: all present.

Mr. Test, summoned to appear this morning, attended; and, after some communication with the committee on the Indiana contracts, was requested to attend again to-morrow morning.

The chairman presented the letter of the Postmaster General, containing a communication to him of C. K. Gardner, Assistant Postmaster General, which was received by the chairman since the last meeting, and stated he had received no other communications from the Department.

The chairman also communicated a letter from Mr. A. Bradley, dated the 22d of February, 1831, on which no order was taken.

Adjourned till to-morrow morning, 10 o'clock.

FEBRUARY 25.

Present: Messrs. Clayton, Grundy, and Hendricks.

On motion of Mr. Grundy,

Ordered, That Mr. C. K. Gardner appear to-morrow, and give testimony in relation to his statement.

The chairman communicated a letter from the Postmaster General, dated the 23d of February, in relation to the Indiana contracts, and received by him since the last meeting of the committee.

Question by Mr. Clayton to Mr. Bradley, the witness. Did any, and what part of the counterfeit money and the notes of broken banks, which were in the Department, consist of notes which had been found in dead letters?

Answer. A part of them were found in dead letters; but what the amount received in that way was, and what was the amount received for postage, I cannot accurately say.

Question by Mr. Clayton. Was the estimate of the available funds of the Department ever predicated on any actual calculation of losses in the accounts outstanding, or how was it made?

Answer. The amount of the outstanding accounts was more than \$600,000. Mr. McLean did not attempt to predicate his estimate of the portion of this which would be lost on any actual calculation or inquiry as to what specific accounts would be lost in the general collection; but he only said that in the winding up of a firm, with debts to this amount, one-half might safely be calculated as good. He, therefore, assumed a loss of fifty per cent., without going into any minute calculation. It was impossible to arrive at an exact estimate in every case of these accounts, because, in 1827, when the estimate was made, some of them had been standing nearly forty years. But, at the time, the solicitor and I thought this estimate of losses entirely too much; and he and I took up the suit book, and made a calculation founded on the best estimate we could make. We had the advantage of all the correspondence with the different district attorneys engaged in collecting these accounts, from which we judged what was desperate and what available, as far as their information, and the other information we had, could enable us.

Mr. McLean thought these data sound enough for general purposes, and may not have resorted to the same means of calculation; though he, of course, had access to them. The result of the calculation made by the solicitor and myself was, that the losses would only amount to \$165,000, instead of \$300,000. Two years after, we made another estimate, and found the losses would be \$172,000.

Adjourned to February 26.

FEBRUARY 26.

Present: Messrs. Grundy, Hendricks, Holmes, and Woodbury.

Oath administered by Mr. Grundy, by order of the committee, to Colonel Gardner, to the truth of his statement to the Postmaster General, communicated to us, about the Poughkeepsie removal.

Commenced examination of Abraham Bradley.

Present as above, and Mr. Clayton.

Question by Mr. Grundy. Did you ever advance any moneys in anticipation to any officers in the Department out of the funds of the Department?

Answer. Never knowingly, to my recollection, since the law prohibited it. I do not recollect any instance where it has been done, even by mistake.

Question by same. Have you ever overpaid Mr. Barry?

Answer. Never; and he never got too much, to my knowledge. I could not overpay him out of the public funds, because they were in his keeping. The moneys were deposited in the public bank, to his credit as Postmaster General, and I kept the check-book; but his check commanded all the funds in bank, without taking it from the check book. His word is the key of the strong box, or any part of its contents.

Question by the same. In settling your own account, did it ever appear there was a large balance against you; and, if so, how much, and when?

Answer. Some eight or ten years ago, I found a deficiency of cash in my hands, about \$3,000, and I sold a house and paid it afterwards, three or four years ago, there was another sum of between \$4,000 and \$5,000 deficient, and I paid that off. Whether these deficits arose from some error in the accounts, or omissions to charge payments, I know not. I was careful not to overdraw, and believe the money is still due to me.

Question by same. How long was Mr. Bache, of Philadelphia, (being a deputy postmaster,) a defaulter before his removal?

Answer. I think he fell in arrear soon after the close of the war, say 1815 or 1816; but he paid up from time to time, as explained in answer to another question.

Question by same. When was he removed?

Answer. I should think, three or four years ago.

Question by same. How many bonds were taken by the Department in his case?

Answer. I think, three or four.

Question by same. Who were the sureties in each?

Answer. It is not in my power to tell all, but Mr. Conrad was on his last bond.

Question by same. Was either bond given up?

Answer. Not to my recollection; but Mr. McLean endeavored to get a new bond: it was returned executed by some person he deemed insufficient: he sent it back to get additional security; and before it was returned to the Department, it became necessary to remove Mr. Bache, and a contest arose as to the validity of the bond.

The witness begs leave to add, that, on a former occasion, there was an endeavor to attach blame on Governor Meigs, on Judge McLean, and, perhaps, on himself, for this loss; and he made an explanation to the following purport:

The facts, as he always understood them, were, that Mr. Bache bought property at a high price when speculations ran high; property fell, and left him *minus*, and his sureties also. The public moneys in his hands were applied to his relief by himself; new payments were obtained from him, by means of his friends, on promise of keeping him in office; new sureties were required: a check was endeavored to be placed on his cash, so that his salary might be appropriated towards the extinguishment of the debt. Great pains were taken by Mr. Meigs and Judge McLean, not to say by witness also, to recover the debt; but all were unavailing. He was kept in office in the hope that, by these means, the deficit would be efficiently paid off; that is, from proper motives; and, as soon as all hope of the accomplishment ceased, he was removed. It was one of those unavoidable occurrences, in his opinion, against which human prudence could not guard or remedy; and that both of those Postmasters General were entitled to much credit for their great exertions on the occasion.

Mr. Bradley wishes to stop evidence and make a statement. He says, by permission of chairman, he has looked into document marked A, referred to committee, and finds cases where he is stated to have made extra allowances when he did not make them at all. Ordered to send for document.

Question by Mr. Grundy. Were any of Mr. Bache's sureties released?

Answer. Not to my recollection.

Question by same. By what means did Bache's defalcation of \$32,000 happen in the Department, without being noticed at an earlier period?

Answer. It did not happen, but it was always noticed; and, when first noticed, as it was every quarter when it happened, (for he frequently paid up,) he was called on to make it up; and he did make it up, or nearly so, on being pressed, and then would fall in arrear again in a few quarters, and was then pressed again; and thus the affair progressed, till finally his endorers, as we understood, refused to renew his notes, and the public became the loser.

Question by same. Was not William A. Bradley, a son of Doctor Bradley, a partner in the Mobile contract?

Answer. He was interested, in some way, in that and other contracts, (three, I believe,) by being a member of the companies who took the contracts; but he was not named in the contracts.

Question by same. At the time the Mobile and New Orleans contract was made, was not Doctor Bradley, the father, at the head of the bureau or office for making mail contracts?

Answer. He was.

Question by same. Did he not advise that contract to be made?

Answer. I was not present, and cannot say, except that he told me he informed the Postmaster General that the price was too much. Previous to making that contract, several gentlemen proposed for \$30,000 a year, and the Postmaster General had partly agreed to it; and I, with great difficulty, persuaded him to annul the engagement, and advertise for other bidders, which he did. In doing this, I had occasion to show that the mail was then carried for \$6,000 per year, and that the receipts of the office at New Orleans did not pay for the transportation to that city. The new contract was to be carried in steamboats; it was previously carried in other boats; and the new contract was nearly a day improved in speed.

Question by same. How much money was left by you in the iron chest?

Answer. I do not know.

Question by same. Did you leave any account of the sums in the said chest when you quit the office? and, if so, in what books?

Answer. I suppose an estimate might be made of the moneys there, by taking up several books, viz: the check book, the receiver's receiving book and cash book, and the various bank books.

Question by same. Is there not now retained in the General Post Office a brother-in-law of Mr. Agg, the editor of the National Journal?

Answer. He was there the last time I heard from thence, and I suppose he is still there. He is one of the five gentlemen whom I supposed was of no party, or did not meddle with politics.

Received a letter from Mr. Test, of the House of Representatives, of this date, on the subject of contracts in Indiana, to which the attention of the committee has been invited. Put on file.

Voted, Messrs. Holmes and Grundy be a sub-committee to examine Post Office books about contracts.

Adjourned to Tuesday morning, 10 o'clock, A. M.

FEBRUARY 28.

The committee met.

Mr. Bradley continued: There are in the Postmaster General's return to Mr. Burnet's resolution, as I find, forty-nine cases of extra allowances to contractors marked down as made by me, as Assistant or acting Postmaster General. In thirty-six of these cases there has been an erasure, and my name has been inserted. I cannot recollect that I made the allowance in one of those thirty-six cases. In the cases of Harrell, of Reeside, and of Mallett, with others, I *know* I did not make the allowance. The case of Harrell is mentioned in my letter to the President. I went with the sub-committee to the Post Office, and found there, by the books and papers, that the *time* in the case of Harrell, which is stated on the return to be 2 hours, was but 1½ hour. He was to carry the mail in that case 1½ hour sooner, and the return says it to be done 2 hours sooner. The extra and additional allowance was \$1,992 50 per annum, mail to go from Georgetown to Charleston, South Carolina. The original contract was for \$6,000; the extra allowance increased it to \$7,992 50. From the return to Mr. Burnet's resolution you cannot form any opinion, in three-fourths of the cases I have looked at, of the propriety of the charges, because the return does not contain the facts inquired of as to the additional services. I have not examined more than half the cases, and those hastily. The book will show for itself.

Question by Mr. Woodbury. Is the computation of allowance right or wrong in the Charleston case?

Answer. It is wrong, certainly. It should be $\frac{1}{3}$ and half of $\frac{1}{4}$ of \$6,000. The allowance was \$1,992 50; and, according to law, it should have been only \$375. That difference in the sum is not produced by the mistake named above, of 1½ hour for 2 hours, but by some other cause. In the case of the Baltimore and Washington contract, the original contract was to carry the mail through in 5 hours, for \$1,800. The extra compensation was \$3,200; the allowance should be only one-tenth.

NOTE.—Here, for want of time, the committee could not proceed further with Mr. Bradley's evidence.

MARCH 1.

Committee met: Mr. Hendricks absent on Committee on Roads and Canals.

The chairman laid before the committee the communication of the Hon. John McLean, received since the last adjournment; which was read and examined.

No information having been yet furnished by the Postmaster General, in reply to the interrogatories in the letters of the 24th of December and the 18th January last, and the session being about to terminate on the day after to-morrow, the impossibility of reporting on the information when it shall be furnished was considered; and it seemed to be by all believed that a report, investigating the affairs of the Department, would be at this session impracticable.

The following resolutions, offered by Mr. Clayton, were considered and adopted:

Resolved, That the Postmaster General be requested to furnish the committee with full copies of the letter of John McLean, of March 31, 1839, and of Abraham Bradley, relative to the Poughkeepsie office, from which extracts, furnished from the Department, have been made and laid before the committee.

Resolved, That the Hon. John McLean be requested to state whether Abraham Bradley, while Assistant Postmaster General, made any (and what) allowances to contractors; and whether, in his estimate in his last report, the balance due from Bache, the postmaster at Philadelphia, and the counterfeited and uncurrent money in the Department, were considered as available funds, or as lost.

After debate, adjourned.

MARCH 2.

The committee met.

Mr. Bradley, the witness, attended.

Question by Mr. Woodbury. Were not the extra clerks employed by Mr. Barry, while you were in the office under him, employed in necessary writing in the office?

Answer. Generally so; there might have been exceptions.

Question by Mr. Woodbury. Did not the business of the office increase so as to require additional clerks, either permanent or extra, as often as every six months?

Answer. Every year, or oftener.

Here, for want of time, it became impossible to proceed with Mr. Bradley's evidence; so his deposition was left unfinished.

The chairman offered a report to the committee, which was rejected: Yeas, Messrs. Clayton and Holmes; nays, Messrs. Grundy, Woodbury, and Hendricks.

After debate, adjourned.

21st CONGRESS.]

No. 110.

[2d Session.]

REMONSTRANCE AGAINST CERTAIN MISSTATEMENTS CONTAINED IN THE REPORT WHICH THE POSTMASTER GENERAL MADE TO THE SENATE, ON THE 7TH FEBRUARY, 1831, IN RELATION TO EXTRA ALLOWANCES MADE TO CONTRACTORS.

COMMUNICATED TO THE SENATE, MARCH 3, 1831.

To the honorable the Senate of the United States: The memorial of Abraham Bradley, late Assistant Postmaster General, most respectfully represents:

That, after his removal from office, he, as is well known to the Senate, presented to the President of the United States a letter, in which, among other things, he stated that Mr. Barry, the present Postmaster General, had made an extra allowance to a Mr. Harrell, a mail contractor, and to others, as this memorialist conceived, without warrant of law.

A copy of this letter having been called for, it was presented by this memorialist to the present select committee of the Senate on the Post Office Department.

During the last session of Congress a call was made on that Department, at the instance of one of the Senators from Ohio, for information relative to the extra allowances which had been made to mail contractors.

The response of the Department to that call was submitted to the view of this memorialist, as containing matters in which he was deeply concerned. Upon examining it, to ascertain if his recollection of Harrell's case was correct, he was immeasurably astonished to find that the extra allowance was there charged to have been made by him, acting as Postmaster General. It was evident that the document had been originally different; that an erasure had been made, and the name of this memorialist inserted. Induced by this to examine further, he found that *forty-nine* cases of extra allowance were in that document charged to have been made by him; *thirty-six* of these were similar to the case of Harrell. The original document had been mutilated, and the name of A. Bradley, acting as Postmaster General, carefully inserted.

Your memorialist called the attention of the committee to these circumstances as evidence of an attempt to impeach his testimony, and to load his official conduct with opprobrium, being public documentary proof from the books of the Department that he had squandered the public funds during the few days he had acted as Postmaster General, between the 10th of March, when Mr. McLean left the office, and the 5th of April, when Mr. Barry came into it; and that, in order to screen himself, he had charged these things upon the latter gentleman.

The committee kindly authorized a sub-committee to accompany this memorialist to the Department yesterday, the 28th instant, to ascertain whether his statements were correct.

Your memorialist confidently appeals to those gentlemen in support of the fact, that it satisfactorily appeared to them that in this case of Harrell, as well as in every other case but one, in which an erasure had been made, Mr. Barry was originally and properly charged; and that it was then asserted that these erasures had been made *by mistake*, and his name inserted *by mistake*. The gentlemen had not time to pursue this inquiry, and no examination was made into those cases originally charged to your memorialist.

In whatever manner these mutilations of the original document may have occurred, and these false amendments to it made, *by mistake* or not, the effect must be, if it go to the world, to injure, if not to destroy, a reputation upon which your memorialist, after nearly forty years of public service, must mainly rely for support.

The Senate has, as he has been informed, directed this report to be printed. If this should be done, and it should, with all its falsehood and injurious tendency be spread before the people, under the sanction of the Senate of the United States, your memorialist submits that great injustice must necessarily follow to him.

He therefore prays that such order may be taken by the Senate as will secure his rights, and especially preserve the reputation which documents published by the authority of the Senate should always possess.

And your memorialist, as in duty bound, &c.

ABRAHAM BRADLEY.

MARCH 1, 1831.

22d CONGRESS.]

No. 111.

[1st Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 6, 1831.

SIR:	POST OFFICE DEPARTMENT, November 28, 1831.
The following report of the progress and condition of this Department is respectfully submitted:	
The revenues of the Department, being the amount of postages within the year commencing on the 1st of July, 1830, and ending the 30th of June, 1831, were	\$1,997,811 54
The expenditures of the Department, within the same period, were	1,935,559 36
Being for compensation to postmasters,	\$635,028 43
For transportation of the mail,	1,252,226 44
For incidental expenses,	48,301 44
Leaving an excess of revenue beyond the expenses of the Department, amounting to	62,252 18
Of this sum there has been paid into the treasury, (being irregularly deposited by collecting officers,)	563 51
Showing a balance in favor of the Department of	61,688 67
The surplus of revenue on the 1st of July, 1830, as stated in the report of last year, amounted to	148,724 22
Thus the surplus revenue at the disposal of the Department on the 1st of July, 1831, was	\$210,412 89

This surplus, reported as available, and at the disposal of the Department, is founded on a statement in the report of the late Postmaster General, of 1828, and on the assumption that all the postages which have accrued since my first report in 1829 will have been collected. Of the postages returned within that time, it is confidently believed the losses in collection will not amount to one-fourth of one per centum.

The whole amount of postages from July 1, 1828, to July 1, 1829, was	\$1,707,418 42
From July 1, 1829, to July 1, 1830,	1,850,583 10
From July 1, 1830, to July 1, 1831,	1,997,811 54
The increase of postages within the year ending July 1, 1829, above the amount of the year preceding, was	108,540 47
The increase of the year ending July 1, 1830, above the amount of the year preceding, was	143,164 68
The increase of the year ending July 1, 1831, above the amount of the year preceding, was	147,228 44
The expenses of the Department for the year preceding July 1, 1828, exceeded its revenues in the sum of	25,015 80
For the year preceding July 1, 1829,	74,714 15
For the year preceding July 1, 1830,	82,124 85
But for the year preceding July 1, 1831, the revenues of the Department have exceeded its expenditures in the sum of	62,252 18
The favorable terms upon which the contracts were last year made for the transportation of the mail in the southern division, commencing on the 1st day of January last, have assisted in producing the result exhibited by the following fact: The revenue of the Department for the half-year beginning with the 1st of January last, exceeded the expenditure for the same period in the sum of	75,475 91
Whereas, for the half-year preceding the 1st January, 1831, the expenditure exceeded the revenue in the sum of	13,223 73
The difference in which results constitutes the excess of revenue over disbursement for the year now reported, of	62,252 18
From the 1st July, 1830, to the 1st July, 1831, the transportation of the mail was increased, in stages, equal to	Miles a year, 834,450
On horseback and in sulkeys,	do. 134,252
Making an annual increase of transportation equal to	Miles, 968,702
beyond the amount of any former period.	
Many routes have also been improved, by substituting stages for horse mails, to the annual amount of	do. 362,321
The total annual increase of stage transportation from July 1, 1830, to July 1, 1831, was	do. 1,196,771
The annual decrease of transportation on horseback within the same time, by substituting stages, was	do. 228,069
Making the annual increase, as above, equal to	do. 968,702
On the 1st of July, 1831, the annual transportation of the mail was—In stages and steamboats,	do. 10,728,348
On horseback and in sulkeys,	do. 4,740,344
Making the whole annual transportation equal to	do. 15,468,692

Other improvements are also determined on, in which remote parts of the country are immediately interested; among them, are the establishment of a regular steamboat mail on the river Ohio, between Guyandotte, in Virginia, Cincinnati, in Ohio, and Louisville, in Kentucky, to form a daily connexion with the line of post coaches from this place, and from Richmond, in Virginia, to Guyandotte; and the improvement of the route to a daily line between Macon, in Georgia, Mobile, in Alabama, and New Orleans, so as to constitute a daily intercourse between New Orleans and the Atlantic cities; and with a despatch of twelve days between New Orleans and this city.

These two improvements are already in a state of progress, and it is expected will soon be in complete operation. The contracts for transporting the mails in the middle division of the Union, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, Kentucky, and Ohio, and the Territory of Michigan, will end with the present year. In renewing the contracts for this division, provision has been made for stage accommodation over 560 miles of post roads, on which the mail had before been carried on horseback, and on which the annual transportation in stages will, from the 1st of January next, amount to 62,365 miles. On 1,803 miles of post roads, where the mail is already carried in stages, the frequency of trips will also be increased to the annual amount of 407,524 miles. By these arrangements an annual increase of stage transportation is secured, from the 1st of January next, of 469,889 miles on that section. The value of these improvements, at the lowest estimate, is as follows:

469,889 miles of stage transportation, at 9 cents per mile,	-	-	-	\$42,290 01
Deduct 62,365 miles of horse transportation superseded by stages, at 4 cents per mile,	-	-	-	2,494 60
Nett value of the improvements,	-	-	-	39,795 41
The acceptances for the new contracts, besides the securing of these improvements, are not so great as the amount now paid for the transportation on that division by \$51,787 18.				
The renewal of the contracts, therefore, saves in money to the Department the sum of	-	-	-	51,787 18
Which, added to the value of the improvements, effects a saving of	-	-	-	\$91,582 59

Other improvements, highly important in their character, are proposed; the decisions on which have been deferred for further consideration. It is, however, anticipated, from the saving which has been effected in renewing the contracts, that the Department will possess the ability to make some further improvements in this division of mail routes.

There were, on the 1st of July last, 8,636 post offices. To the plan adopted for their supervision, and the vigilance with which it is observed, together with the system of finance which is strictly adhered to, may be attributed, in no small degree, the increasing prosperity of the Department.

I have the honor to be, with high regard, your obedient servant,

W. T. BARRY.

To the PRESIDENT OF THE UNITED STATES.

22d CONGRESS.]

No. 112.

[1st SESSION.]

INCREASE OF THE PENSION OF A MAIL CARRIER WHO WAS SHOT IN THE CREEK NATION IN 1805.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 28, 1831.

Mr. PEARCE, from the Committee on the Post Offices and Post Roads, to whom was referred the petition of Jonah H. Webb for an increase of his pension, reported:

That, from the evidence which has been submitted, the committee are satisfied the petitioner is aged and poor; that the wounds he received while employed to carry the mail of the United States from Athens, in Georgia, to New Orleans, rendered him unable to labor, and made him a cripple for life; that he is now in a suffering condition, the present allowance of fifty dollars per annum being insufficient to procure him the necessaries of life. The committee, therefore, ask leave to report a bill to give to said Webb eight dollars per month, the pension of a common soldier when totally disabled by wounds received in the service of his country.

22d CONGRESS.]

No. 113.

[1st SESSION.]

POSTAGE ON NEWSPAPERS AND PERIODICALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 13, 1832.

SIR:

POST OFFICE DEPARTMENT, *January 10, 1832.*

I have the honor to acknowledge the receipt of your letter, enclosing the resolution of the House of Representatives relative to "the expediency of abolishing the postage on newspapers and periodicals;" in which you inquire the amount of "nett revenue arising from this source, and the amount of each, separately;" also, my opinion upon the "propriety of adopting this measure, having a due regard to the prosperity of the Department; with any other information which may be useful to the committee in forming a correct opinion on the subject."

To the first inquiry, I will observe, that the accounts of postages on newspapers and pamphlets are kept together, without distinguishing one from the other. The commission to postmasters is the same on both; and no occasion has ever arisen for separating them on the books of the Department. The postage on pamphlets which are not periodical is very inconsiderable. The intention of the law appears to have been to discourage their transmission by mail, except in cases where it might be regarded as a matter of considerable interest; and the object is accomplished. The postages on newspapers and pamphlets arise principally on the former, probably more than four-fifths of the whole: the remainder is almost entirely on periodical pamphlets.

The gross amount of postage on newspapers and pamphlets for the year ending June 30, 1830, was	-	-	-	\$196,606 34
That for the year ending June 30, 1831, was	-	-	-	223,485 01
The increase in one year was	-	-	-	\$26,878 67

The commission allowed to postmasters on newspapers and pamphlets is 50 per cent. on the gross amount; but, by reserving to the Department the fractions of cents, the nett proceeds are a little more than one-half of the gross amount.

The nett proceeds of postage on newspapers and pamphlets for the year ending June 30, 1830, amounted to	-	-	-	\$98,513 44
For the year ending June 30, 1831, to	-	-	-	112,111 22
Increase of nett proceeds in one year,	-	-	-	\$13,597 78

To the second inquiry, I have the honor to submit the following remarks:

The increase of postages on newspapers is in a greater ratio than that on letters; and the increase of postages of every description is in a ratio considerably beyond that of the population and business of the country. This greater ratio of increase has resulted from the greatly increased facilities which have been given to communications by mail. Having perceived, at an early day, the propriety and necessity of making such improvements in some of the leading mail routes as would be calculated to draw every kind of communication, as much as possible, into the mails, and would thus increase the revenue to a greater amount than the increased expenditure required for such improvements, my attention has been constantly directed to this object. The propriety of the course adopted has been justified by the results; the improvements having called for a considerable expense, while they have increased the revenue beyond their cost. But if improvements shall now cease to be made, the ratio of increase of revenue will be necessarily diminished.

If the progress of improvement shall continue, the gross amount of postage on newspapers and pamphlets for the year ending the 30th June, 1832, may be fairly estimated at \$249,000; and the nett revenue at \$125,000.

If the postage shall be abolished on newspapers and pamphlets, it will not materially diminish the labor of postmasters; and as their compensation, generally, does not now exceed a fair equivalent for their labor, they would probably solicit an increase of commission on letter postage. Should this be granted, the diminution of the means for carrying on the operations of the Department, and for that progress of improvements which the country demands, would consequently be \$249,000, for the first year, with the loss of its progressive increase from year to year. But if the postmasters should be denied an increase of commission to countervail the loss which they will sustain in being deprived of this part of their compensation, then the immediate diminution of nett revenue to the Department would amount to about \$125,000 a year. There must also be estimated the increased expense of transporting the mail, incurred by the additional weight which would be given to it in many sections of the country, in becoming the medium for conveying the newspapers which are now transported by other means, and by the greater number of papers which would be distributed, the expense of which could neither be anticipated nor computed.

Should the measure be adopted, it would, of necessity, give an immediate check to all further improvement in mail facilities, and require a curtailment of some that are already afforded. And in order to preserve the rapidity and certainty of communication now secured between the large commercial towns, so important to the great interests of the country, it will probably become necessary to provide for separating the newspaper from the letter mail.

The Post Office Department has always sustained itself without any expense to the treasury. Besides the conveniences which it extends to every section of the Union, it furnishes the means to all the departments of the Government for transmitting its communications to all parts of the country free from expense. On its present basis, it can be conducted securely. Its operations, its revenues, and its expenses, are held up to public view; and the head of the Department has, at all times, the strongest inducement, which a proper estimate of public sentiment can present, to manage its concerns with the strictest regard to economy, combined with the greatest degree of public convenience allowed by the means at his command. But should it ever be thrown on the treasury for support, it is evident that the same corrective restraint would not exist, either upon the representatives of the people, through whom the calls are generally made, or upon the head of the Department.

I have no hesitation in giving the opinion that the establishment ought, at all times, and under all circumstances, to rest on its own resources, independent of the national treasury.

Newspapers and periodicals are held to be of inestimable value to the community, though it has not yet been considered the duty of the Government to distribute them through the nation entirely at the public expense. The freedom of the press, guaranteed by the constitution, and the small share of postage with which these publications are charged, compared with the whole expense of their transportation, demonstrate the estimation in which they are held. If they shall be transmitted entirely free of postage, and an equivalent amount appropriated from the treasury, their transmission will be at the expense of the Government; or, if the Department shall still depend upon its own resources alone, then their transmission will be at the expense of those who pay the revenue in postages on letters.

From the preceding view of facts, the committee will judge of the policy or justice of adopting either of the alternatives stated, and how far the energies of the Department would be impaired by abstracting from it the revenue derived from newspapers and pamphlets, and, at the same time, adding to its charges the increased number which it would be required to transport.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

HON. WILLIAM RUSSEL, of the Committee on the Post Office and Post Roads, H. R.

DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 24, 1832.

MR. JEWETT, from the Committee on the Post Offices and Post Roads, to whom was referred the petition of William McBride, made the following report:

That the petitioner sets forth in his petition, among other things, that on the 17th January, 1806, he was appointed postmaster at Harrodsburgh, in the State of Kentucky, and continued in that office until the 1st of January, 1813; that he endeavored, during that time, to discharge the trust reposed in him with fidelity, and duly transmitted his accounts to the General Post Office, and avers them to have been correct; that he had considered himself by no means in arrears to the Government; and was greatly disappointed in receiving from the Postmaster General a statement which varied from his account so rendered to an amount of about \$108 45.

That, long before he declined his office, the Post Office Department drew in favor of one James Westerfield two bills on the petitioner, amounting to \$145, which the petitioner avers that he accepted; and, in consequence of such acceptance, the petitioner (who was a retailer of merchandise, &c.) permitted Westerfield to take up goods, and suffered other demands which the petitioner had against him to lie, and also paid some money to Westerfield to a larger amount than those bills, and postponed a settlement with him, he having confidence in Westerfield, and being conscious that the Government was under no responsibility to Westerfield upon said drafts, by reason of their having been retained by Westerfield many years: that a difficulty occurred between the petitioner and Westerfield in regard to their dealings, inasmuch that they could not come to any settlement; that they made an ineffectual attempt to adjust their differences by a reference: that, before any difficulty occurred, the statute of limitations operated on the petitioner's accounts, and he was satisfied that Westerfield's disposition was such that he would avail himself of the benefit of the statute: that his advances to Westerfield are lost to him, unless allowed to him: that the Government finally sued him to recover the amount claimed to be due from him to the Post Office Depart-

ment, including the amount for which said drafts had been drawn, and recovered a judgment therefor; that he made no defence to the action, by reason of being misinformed as to the time of the sitting of the court in which the suit was pending; and prays relief from the judgment.

The petition was presented to the House of Representatives on the 10th of February, 1818; was not acted upon, and has been presented several times since.

The petitioner produced to the committee evidence that he paid to the attorney of the Government for the Kentucky district, on the 30th May, 1818, the full amount of the judgment recovered against him, amounting to the sum of \$336 04, including costs. He has also produced several affidavits to the committee tending to prove the following facts, to wit:

That James Westerfield was the mail carrier in the district of country in which the petitioner was postmaster; that he had drafts drawn by the Postmaster General in his favor on McBride in the year of 1811 or 1812; that McBride was a merchant, and one Hard was his partner, in 1809 and 1810, and had a store account on book against Westerfield, amounting to £14 16s. 8d.; that McBride and Hard dissolved their partnership; that McBride continued the business alone; that Westerfield continued to trade, and opened an account with McBride; that, in the fall of 1810, McBride sold Westerfield a horse at the price of \$30 or \$35, and also a saddle; that it was the understanding between them that Westerfield should have a credit at McBride's store, to be settled and paid by drafts, to be obtained by him from the Postmaster General, on McBride; that, from the books of McBride, there appears to be a balance against Westerfield of £54 0s. 13d., and an entry in McBride's book, and in his handwriting, without date, opposite the account, "to be credited by drafts in the hands of Westerfield;" that the balance of McBride and Hard's account against Westerfield, as appears by their book, is £14 16s. 8d.; that Westerfield was dissatisfied with the accounts of McBride; that, after the judgment was obtained and collected, the Postmaster General paid Westerfield his demand out of that money.

The facts alleged in the petition, and attempted to be proved, admitting them to be fully proved, present two subjects for the consideration of the committee: 1st. In regard to the sum of \$108 45, claimed to have been recovered and received by the Postmaster General, by means of an erroneous statement of the account between the petitioner and the Post Office Department, the committee are of opinion that the petitioner has failed to furnish evidence that such error ever existed. 2d. In regard to the propriety of the conduct of the Postmaster General in suing and recovering from McBride, and paying to Westerfield, the amount of the two drafts, amounting to \$145.

The main reason urged by the petitioner against the conduct of the Postmaster General is, that the Government, by reason of the great delay which Westerfield had suffered in not returning the drafts protested, was legally discharged from all liability to Westerfield for the amount of the drafts; and that, therefore, the Postmaster General, representing the Government in this matter, was a volunteer in the unjust collection of that amount from the petitioner, to put into Westerfield's pocket, when he (Westerfield) was indebted to him in a sum equal, if not greater, than the amount of the drafts; and that justice required that Westerfield should have consented to the application of the drafts in the payment of so much of the demands of the petitioner against Westerfield. The committee do not deem it important either to affirm or deny the equity claimed as between the petitioner and Westerfield; but they do deny that it was the business of the Postmaster General to settle and adjust the private dealings and disputes between the petitioner and Westerfield. It was the duty of the Postmaster General as well to compel payment of the balance due from the petitioner at the close of his office, as also to pay Westerfield any balance that was due to him as the carrier of the mails; and that the returning of the drafts by Westerfield to the Department furnished sufficient evidence of their protest and non-payment to authorize the Postmaster General to consider them unpaid, and to institute legal proceedings against McBride for the collection of the amount; and that it did not become the Postmaster General, at his peril, to ascertain whether any, and what, equitable claims McBride might have had against Westerfield, arising in consequence of his having had such drafts: that if the petitioner has, or shall finally suffer a loss of the amount of his account against Westerfield, it is properly chargeable to his careless manner of transacting his own business, and not to the Government, and for which the Government is in no way responsible.

The committee, therefore, report against granting the prayer of the petitioner.

22d CONGRESS.]

No. 115.

[1st Session.]

A DEPUTY POSTMASTER, WHO WAS PROSECUTED AND CONVICTED OF A LIBEL, ASKS REIMBURSEMENT OF DAMAGES AND COSTS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 25, 1832.

MR. CHARLES C. JOHNSTON made the following report:

The Committee on Post Offices and Post Roads, to whom was referred the petition of John Trafton, have examined the same, and report thereon:

That the petitioner states in his petition that he now is, and has been for ten years last past, postmaster at Emery's Mills, in the county of York, in the State of Maine; that, in the summer of 1828, a certain Samuel Batchelder contracted with the Post Office Department to transport the mail on route No. 563, including the post office of which the petitioner was postmaster. That the petitioner, knowing the said Samuel Batchelder to be subject to fits and intemperance in his habits, and not fit to be trusted with the conveyance of the mail; and believing himself required by his duty as postmaster, under the twenty-first section of the eighteenth instruction from the Post Office Department, dated March 11, 1828, to make a representation of the character and habits of the said contractor Batchelder, he, with others, made such a representation of the character and habits of the said Batchelder as induced the Postmaster General to deprive the said Batchelder of his contract for transporting the mail.

That the said Batchelder afterwards brought an action against the petitioner for a false and scandalous libel for his making the said communication to the Post Office Department; and that, after various proceedings in the court of common pleas for the county of York aforesaid, in which court the action had been brought, the cause was taken up by appeal to the supreme judicial court of the State of Maine, where, after a full examination and argument, a verdict and judgment was rendered against the petitioner for the sum of \$125 damages and \$170 41 costs. The petitioner states that his costs, expended by him in his defence, amounted to \$382 72.

The petitioner prays that an act may pass, refunding to him the amount of the damages and costs of the said action, averring that he has paid up the full amount thereof, and that he has incurred this heavy loss by a discharge of his duty as postmaster.

Your committee deem it altogether unnecessary to examine the question how far the Government is bound to reimburse a public officer for damages recovered against him by individuals, for acts done by him under the authority of the Government, or in the discharge of his ordinary duties. This case involves no such inquiry, for it sufficiently

appears here that the judgment was recovered by the said Batchelder against the petitioner for a *false and scandalous libel*. It appears, from the record, that the only and proper issue made up between the parties was, whether the representation made by the petitioner to the Post Office Department was true or libellous. The cause was fairly investigated, and decided on the production and examination of a great number of witnesses on each side. The testimony of the witnesses was contradictory, and the jury was the only proper tribunal to weigh the credit of the witnesses on each side. The jury, with the whole case before them, decided that the petitioner had made a false and libellous communication to the Post Office Department against the plaintiff. The judge who tried the cause, in effect, certifies to these facts: he does not say that he disapproved of the verdict; he only states that he expected a different one. It was competent to the court to have awarded a new trial if the verdict was against evidence, but no motion for a new trial was submitted by the defendant's counsel, who seemed to acquiesce in the correctness of the verdict.

It appears, therefore, to your committee, that the petitioner has incurred the penalty of the violation of private rights, without even a pretence to the protection of the Government; they, therefore, report the following resolution:

Resolved, That the said petition of the said John Traflet is unreasonable, and that the same be rejected. All which is respectfully submitted.

22d Congress.]

No. 116.

[1st Session.]

POSTAGE ON NEWSPAPERS AND PERIODICALS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, ON THE 13TH FEBRUARY, 1832.

To the honorable the Senate and House of Representatives of the United States of America in Congress assembled: The memorial of a number of citizens of Boston, engaged or interested in the publication of newspapers and other periodical works, respectfully shews:

That your memorialists being informed that the subject of the reduction of postage is now under discussion before the Congress of the United States; and being engaged or interested in the publication and circulation of various periodical works, both in the newspaper and pamphlet form, which are usually conveyed by mail; and being also persuaded that this question is one of vital importance to the progress of the knowledge of our country, would respectfully submit the following considerations:

While your memorialists cannot unite with those who desire the *entire abolition* of postage, and believe that the security of transmission and delivery would be increased by giving to each postmaster a direct interest in the safety of every package, they would respectfully offer some reasons which appear to them decisive in favor of a *reduction of postage* on newspapers and other periodical publications.

It appears from the late report of the Postmaster General that, during the past year, the Post Office Department has produced a nett revenue of \$47,000.

It appears also that, in former years, there has been a surplus revenue, which has been applied to the establishment of new routes.

It is also stated that there are profits derived from the transmission of letters and periodicals on the great routes, which are constantly applied to pay the expenses of unproductive routes.

In addition to this, it is well known that a large mass of public documents, both written and printed, are continually conveyed by mail, free of postage, to the Government, and to its officers in every part of our country.

All these, your memorialists conceive, are objects of *universal interest*, which ought to be accomplished at the public expense.

In contradiction to this simple principle of a republican government, your memorialists find, on examining the facts above stated, that those who transmit and receive letters or newspapers and other periodicals by mail, on the great and productive routes, not only pay for the transportation of *their own packages*, but for those of the *Government*; not merely for the *entire transportation on these routes*, but for the deficiencies of others which are unproductive; and, in addition to this, they have paid during the past year a *direct tax* of \$47,000, over and above these expenses; and in former years a sum sufficient to defray the expenses of establishing new routes.

Your memorialists would respectfully present this as an *unequal distribution of the public burdens*. They appeal to your honorable body whether it be just that that portion of the community who receive and transmit communications by mail should be taxed exclusively for the transmission of public documents, more than for any other expense of the Government. They would also respectfully inquire whether it be just that the charge for establishing new routes, or sustaining those on which there is too little intercourse to support them, should fall entirely on those who employ the mail on the great routes, rather than upon the Government and the country at large, for whose benefit they are equally designed.

Your memorialists would, therefore, respectfully request that your honorable body would consider whether, by charging to the country at large, through the treasury, the expense of transmitting the public documents, of establishing new post routes, and of maintaining those on which the communication is not sufficient for their support, there would not be more exact justice done; and whether there would not remain a considerable balance to be deducted from the charge on periodical publications, both in the newspaper and pamphlet forms, which now operates as an onerous tax on knowledge.

But, in addition to the claims of public justice, your memorialists conceive they may appeal to your honorable body for a reduction of postage on newspapers and pamphlet periodicals on grounds which involve our national interests.

Without the means of transmitting knowledge with *ease*, and *rapidity*, and *cheapness*, a nation, however free in name, must become the blind followers of the wealthy and the well-informed, or the tools of the designing. Every means, therefore, which renders the access to knowledge more difficult or more expensive, directly *increases the power of the few, and diminishes the influence of the many*, and thus tends to weaken the foundations of our Government.

Your memorialists would, therefore, respectfully petition that, at a moment when the prosperous state of our finances allows the duties on some of the luxuries of life to be diminished, this virtual tax on the knowledge which gives life and breath to a republic may also be reduced. Upon those cheap periodicals which are especially designed for the mass of the community, this tax is nearly equal to the original cost of the work.

But, while your memorialists consider the reduction proposed as of high importance to the improvement and character of our country, they do not desire to see it accomplished at the expense of retarding the progress of the mail; and they have found the apprehension entertained by some, that the number of periodicals would be so much increased by a reduction of the postage as to render their transportation, at the present rate of travelling, impracticable.

After a deliberate consideration of this question, they are persuaded that, if the evil should at first appear great, it would rapidly diminish, from the fact that publications of an inferior and unworthy character would give place to those which should be found most valuable, as soon as the rate of postage should be equalized.

Your memorialists would also respectfully suggest that, in their view, means may be adopted to prevent all danger of overburdening the mails on the great routes, where alone it exists. Among these are the diminution of the number of passengers carried by the mail on these routes, where the public are already supplied with ample accommodations of this kind, and substituting, in the place of passengers and baggage, an equal weight of newspapers and other periodicals, to be conveyed by the contractors at the same rate as passengers, as is now done in the mails on the continent of Europe.

That your memorialists might not be misled by general statements, they have collected accounts of the number of sheets of pamphlet periodicals, and estimates of the number of newspapers, sent abroad from this city in the mail and by stage conveyance, with the comparative expense of each method of transportation, estimating the stage conveyance at the same rate for an equal weight as is paid for a passenger and his baggage in the mail stage.

From the estimates made in regard to newspapers, it appears that 1,275,000 sheets of newspapers pay a postage of \$16,500, or \$10,377 79 more than would be paid for their transportation in the same carriage which conveys the mail.

It appears from precise statements that 177,501 sheets of pamphlet periodicals are sent by mail under 100 miles, and pay a postage of \$2,662 51; while the transportation of the same, at the same rate as mail passengers, would only amount to \$266 25, or *one-tenth* of the postage actually paid: that 254,992 sheets are sent over 100 miles, at a postage of \$6,374 80, which, if sent in the mail stage 300 miles, on the average, would cost \$1,147 50.

On the whole, it appears that on 1,200,000 sheets of newspapers sent from this city, \$10,200 is paid more than the transportation by mail stages; and that on 432,000 sheets of pamphlet periodicals, \$7,500 excess is paid. In this way a tax is levied on the newspapers and periodicals of this city of \$17,700 per annum.

In the case of one publisher, your memorialists find that while he issues 114,570 sheets, on which a postage of \$2,231 25 is charged, he would actually pay only \$372 91 for the transportation of this number of sheets to the same distances by stage conveyance; showing the operation of this system on individual enterprise, which is thus compelled to pay a tax to the Post Office Department of \$1,838 34 annually. Should the same number of sheets be issued in the newspaper form, the postage paid would only amount to \$1,402 50, or one-third less than the price now paid, while the weight to be carried would be increased one-half. In this way a virtual penalty of \$827 73 is annually imposed on the periodical publications of a single house for publishing in the pamphlet form; and a premium to this amount, equivalent nearly to the whole average profit of pamphlet periodicals, is presented to encourage publishing in the newspaper form, and burdening the mail with additional weight. In making these statements, your memorialists do not forget that considerable expense will be necessary for distributing periodicals, the amount of which, however, they are not able to estimate to their own satisfaction.

Your memorialists would also respectfully propose, as a means of relieving the mail from all those documents of considerable weight, whether written or printed, public or private, for which *rapidity* is not important, but which are forwarded by mail because no other *secure* conveyance is offered, the establishment of a subordinate *mail chest*, travelling perhaps at half the present rate of our mails, and conveying packages of books, manuscripts, and periodicals, of a limited weight, at a fair rate of carriage. They would also represent that serious inconvenience is often experienced by publishers, editors, and authors, as well as other individuals, from the fact that, owing to the necessary division of the mail contracts, no proprietor can engage to transmit a package beyond a certain point; and that important packages have been delayed for weeks, or entirely lost, and the circulation of knowledge greatly obstructed.

Your memorialists would therefore pray that, in this or some other mode, those facilities may be afforded for the easy and secure transmission of such articles which are enjoyed by all countries in central Europe, and by which the interests of truth and the cause of justice may often be materially promoted.

Your memorialists deem it superfluous to attempt to show that the knowledge conveyed by larger publications is not less valuable to the people of the United States, in enlarging and elevating those minds which are to form or direct our Government, than that contained in our newspapers, in applying those principles and rousing the people to action. On the same grounds, they cannot but consider the great distinction made in the rates of postage between newspapers and other periodicals as not well founded. The less frequent publication cannot be deemed a sufficient reason; nor yet the difference of form, or the issuing of several sheets in a single day, instead of several successive days. The discussion of the same topics in a newspaper and a periodical work cannot be supposed to render their value essentially different: the one being more direct and immediate, but more transient, in its effects; the other less rapid, but more permanent, in its influence. Nor is it maintained that those subjects of *science* and *art*, of *literature* and *education*, which newspapers *cannot fully discuss*, are not essential to our national character and prosperity. Both classes of periodicals your memorialists regard as *indispensable* to our national welfare, to prevent our falling behind the rest of the world in *knowledge and improvement*. It is believed to be capable of proof, that so long as a periodical has not existed on any particular subject, we have continued to be in arrear of other nations on that subject.

Your memorialists cannot do justice to the *pamphlet periodicals*, without stating that, in consequence of the small size and dryness of the paper, each sheet weighs less than the average of newspapers; and that it might on this ground be claimed that, as they are less burdensome to the mail, they should not be charged with a higher rate. They ought also to state that pamphlet periodicals are not allowed the same reduction of postage when printed on an enlarged sheet which is conceded to newspapers.

It will appear from the document herewith submitted, that while 432,493 sheets of pamphlet periodicals, weighing 21,625 pounds, pay a postage of \$9,037 31, an equal number of newspapers would pay only \$5,593 42, leaving an excess of charge on the pamphlet periodicals issued from this city alone of \$3,437 89; and that an equal weight of newspapers, from the best estimates which can be made, are only charged \$3,698 72, leaving an excess of \$5,338 59 postage on the pamphlet periodicals. In addition to this, editors of newspapers receive all other papers free of postage, while those of other periodicals are refused this privilege.

Your memorialists trust that at this period of the world, and in this country, it will be felt that it is the duty of the Government to emulate some of the enlightened Governments of Europe in rendering every species of knowledge accessible to every citizen of the United States, in facilitating the operations of those on whom it devolves to circulate information, and in removing every *unnecessary obstacle* in the way of those who are anxious to render themselves *wiser men and better citizens*.

BOSTON, January 17, 1832.

Statement of the periodicals sent yearly by mail from Boston.

	Number of sheets under 100 miles.	Postage at 1½ cent.	Weight.	Expense by stage at 3 cents per pound, the same as passengers.	Excess paid to mail over land carriage.	Excess over what is paid for the same number of sheets of newspapers.
	177,501	\$2,662 51	3,875 pounds.	\$266 25	\$2,596 26	\$887 50
	Number of sheets over 100 miles.	Postage at 2½ cents.	Weight.	Expense by stage at 9 cents per pound, averaging 300 miles.	Excess paid to mail over land carriage.	Excess over what is paid for the same number of sheets of newspapers.
	254,992	\$6,374 80	12,750 pounds.	\$1,147 50	\$5,126 30	\$2,549 92
Total,	432,493	\$9,037 31	21,625 pounds.	\$1,413 75	\$7,522 56	\$3,437 42

Estimate of the newspapers sent yearly by mail from Boston.

	Number of sheets under 100 miles.	Postage at 1 cent.	Weight.	Expense by stage at 3 cents per pound, the same as passengers.	Excess paid to mail over land carriage.	Amount paid less than would be paid for the same number of sheets of periodicals.
	525,000	\$5,250 00	41,000 pounds.	\$1,230 00	\$4,020 00	\$2,625 00
	Number of sheets over 100 miles.	Postage at 1½ cent.	Weight.	Expense by stage at 9 cents per pound, averaging 300 miles.	Excess paid to mail over land carriage.	Amount paid less than would be paid for periodicals.
	750,000	\$11,250 00	55,469 pounds.	\$4,992 21	\$6,257 79	\$7,500 00
Total,	1,275,000	\$16,500 00	96,469 pounds.	\$6,222 21	\$10,277 79	\$10,125 00

22d CONGRESS.]

No. 117.

[1st SESSION.

ERROR IN A CONTRACTOR'S BOND CORRECTED.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 8, 1832.

Mr. CONNOR made the following report:

The Committee on the Post Offices and Post Roads, to whom was referred the petition of George Bowen, report:

That the petitioner sets forth that, in making and filling a bond for contract, by mistake, the Post Office Department had inserted a sum fifty dollars less than his bid; and, without particularly examining the bond as to the correctness of the sum inserted, he had signed it, not doubting its correctness. The Department not feeling that they were authorized to correct the mistake, he has received fifty dollars per year less than in justice he should, for four years, the term of his engagement with the Department.

The committee, having ascertained at the Post Office Department that the true bid given by Mr. Bowen was for fifty dollars more than was inserted in his bond and paid to him, have therefore resolved that he is entitled to relief, and accordingly report a bill.

GENERAL POST OFFICE DEPARTMENT,

OFFICE OF MAIL CONTRACTS, March 6, 1832.

SIR:

I have the honor to acknowledge the receipt of your letter of the 24th ultimo, requesting information relative to the amount paid Mr. George Bowen for carrying the mail on route No. 218, Edgefield, S. C., to Greenville; and, in reply, am instructed to inform you that Mr. Bowen's bid for that route is now on file at the United States Treasury Department; that the original amount of his bid was \$600, but was afterwards altered to \$550, and was so accepted by the Department. In filling his contract for this and other routes, \$500 appears to have been embraced for the route in question, and Mr. Bowen was paid for his services \$500 per annum from January 1, 1827, to December 31, 1830, being four years.

Very respectfully,

O. E. BROWN, Superintendent.

Hon. H. W. CONNOR, *House of Representatives, Washington, D. C.*

22d CONGRESS.]

No. 113.

[1st Session.]

FURTHER CREDITS CLAIMED BY A DEFAULTING DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 11, 1832.

Mr. CHARLES C. JOHNSTON, from the Committee on Post Offices and Post Roads, to whom was referred the petition of William Newsom, late postmaster at Norfolk, in Virginia, reported thereon:

That the petitioner states that he was appointed postmaster at Norfolk, Virginia, in December, 1803, and entered on the duties of his office on the 1st day of January, 1804; that he continued to discharge the duties of his office from that time until the 13th of June, 1819, when he resigned his appointment; and that, during all the period of his acting as postmaster, he was subjected to large expenses, in the employment of clerks, the rent of office, fuel, candles, &c.; for none of which he ever received any compensation from the General Post Office. The petitioner asks now compensation for these necessary expenses, which, he alleges, he has never received; he also asks that an error in the settlement of his accounts with the Post Office Department, arising, as he alleges, from his being furnished with improper blanks, by which he was subjected to loss, be corrected, and the amount of the error refunded to him.

On applying to the Post Office Department for information on this subject, your committee have received two letters from the Postmaster General, dated, respectively, the 21st of March and the 4th of April instant, together with a copy of the account of the petitioner on the books of the Post Office Department, which accompany this report; from which it appears that the petitioner, during the whole time of his continuance in office, received the whole amount of the commissions accruing on postage received at his office, as well when they exceeded as when they fell short of the sum of \$2,000 per annum. He cannot possibly receive more, under any color of law.

The petitioner has offered neither explanation nor proof in relation to the alleged mistake in the settlement of his accounts, nor can your committee find any reason to suppose that such mistake was ever, in fact, made; your committee, therefore, beg leave to conclude this report with the following resolution:

Resolved, That the prayer of the petitioner is unreasonable, and that the same be rejected.

Which is respectfully submitted.

SIR:

POST OFFICE DEPARTMENT, *March 21, 1832.*

In reply to your inquiry in reference to the memorial of William Newsom, late postmaster at Norfolk, Virginia, I have the honor to state, that his annual commissions or emoluments, from 1803 to 1819, varied from \$1,470 to \$2,352; a detailed statement of which will be furnished, if desirable.

The whole amount of these commissions has been allowed to him, as well when they exceeded as when they fell short of \$2,000 per annum. As the commissions of postmasters are fixed by law, and as Mr. Newsom has received the whole amount which accrued at his office during his whole period of service, he could not possibly receive more, under any color of law. His papers are herewith returned.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY.

HON. CHARLES C. JOHNSTON, *At Mrs. Arguelles's.*

SIR:

POST OFFICE DEPARTMENT, *April 4, 1832.*

I have the honor to enclose an abstract of the returns from the post office at Norfolk, Virginia, agreeably to your request, exhibiting a complete synopsis of every account rendered by William Newsom, from January 1, 1804, to April 1, 1819.

The column headed "balances due by postmaster" exhibits the amount due from, and charged to, Mr. Newsom at the end of every quarter, after deducting his commissions and all allowances.

I have the honor to be, very respectfully, sir, your obedient servant,

W. T. BARRY.

HON. CHARLES C. JOHNSTON, *House of Representatives.*

Abstract of quarterly returns rendered by William Newsom, Esq., late postmaster at Norfolk, Virginia, from January 1, 1804, to April 1, 1819, inclusive.

Periods.	Letter postage.	Newspaper postage.	Commission on letter postage.	Commission on newspaper postage.	Allowance for free letters.	Yearly compensation.	Amount paid for ship letters.	Am't paid for contingencies.	Balances due by postmaster.
1804.									
January 1 to April 1,	\$1,864 51	\$56 58	\$397 90	\$28 29	\$9 16	-	\$58 18	\$117 10	\$1,310 46
April 1 to July 1, -	2,094 56	61 61	443 91	30 80	7 64	-	36 06	41 63	1,376 13
July 1 to October 1, -	2,094 10	88 82	443 82	44 41	5 94	-	77 08	46 09	1,565 58
Oct. 1 to Dec. 31, -	1,831 27	94 65	391 22	47 32	7 88	-	70 30	32 67	1,376 53
1805.						1,858 29			
January 1 to April 1,	2,150 80	92 60	455 15	46 30	8 94	-	55 76	45 29	1,631 96
April 1 to July 1, -	2,166 74	88 45	458 55	44 22	-	-	47 96	53 18	1,651 48
July 1 to October 1, -	2,111 42	87 97	447 28	43 98	5 82	-	61 24	45 49	1,595 58
Oct. 1 to Dec. 31, -	2,015 77	80 70	428 15	40 35	7 22	-	54 70	52 11	1,513 94
1806.						1,985 76			
January 1 to April 1,	2,037 23	73 54	432 44	36 77	9 80	-	41 10	53 68	1,536 98
April 1 to July 1, -	2,126 09	69 64	450 21	34 62	8 36	-	49 72	43 26	1,609 26
July 1 to October 1, -	1,874 83	58 89	399 97	29 44	6 28	-	44 20	56 88	1,296 95
Oct. 1 to Dec. 31, -	1,790 87	56 94	383 17	28 47	6 00	-	54 28	39 51	1,336 38
1807.						1,825 73			
January 1 to April 1,	1,948 04	63 61	414 61	31 80	9 20	-	32 54	58 65	1,464 85
April 1 to July 1, -	2,099 14	62 87	444 83	31 43	5 76	-	54 84	7 18	1,617 97
July 1 to October 1, -	1,946 50	60 26	414 30	30 13	7 56	-	19 92	42 50	1,492 35
Oct. 1 to Dec. 31, -	1,796 29	47 93	384 26	23 96	8 46	-	47 42	83 96	1,296 16
1808.						1,806 30			
January 1 to April 1,	1,766 76	56 88	378 35	28 44	12 26	-	38 02	68 13	1,298 04
April 1 to July 1, -	1,550 72	48 63	335 14	24 31	7 32	-	26 48	45 15	1,161 35
July 1 to October 1, -	1,448 02	46 68	314 60	23 34	4 12	-	3 20	34 21	1,115 23
Oct. 1 to Dec. 31, -	1,430 92	50 38	311 18	25 19	6 40	-	8 46	36 92	1,093 15
						1,470 65			

ABSTRACT—Continued.

Periods.	Letter postage.	Newspaper postage.	Commission on letter postage.	Commission on newspaper postage.	Allowance for free letters.	Yearly compensation.	Amount paid for ship letters.	Am't paid for contingencies.	Balances due by postmaster.
1809.									
January 1 to April 1,	\$1,536 81	\$41 20	\$332 36	\$20 60	\$9 68	-	\$9 02	\$27 19	\$1,179 16
April 1 to July 1, -	1,665 50	48 03	358 10	24 02	7 72	-	44 48	28 24	1,250 97
July 1 to October 1, -	1,799 00	48 44	384 80	24 22	7 20	-	33 68	31 60	1,365 94
Oct. 1 to Dec. 31, -	1,946 22	49 47	414 24	24 73	8 96	-	57 88	13 52	1,476 36
1810.						1,616 63			
January 1 to April 1,	2,015 31	52 54	428 06	26 27	11 42	-	24 64	18 54	1,538 92
April 1 to July 1, -	2,074 11	52 80	439 82	26 40	7 42	-	21 60	46 62	1,585 05
July 1 to October 1, -	2,126 19	45 24	450 23	22 62	6 72	-	21 40	23 45	1,647 01
Oct. 1 to Dec. 31, -	2,193 56	46 48	463 71	23 24	6 88	-	60 62	44 25	1,641 34
1811.						1,912 79			
January 1 to April 1,	2,236 23	47 98	472 25	23 99	10 22	-	80 66	38 71	1,658 38
April 1 to July 1, -	2,153 64	47 21	455 73	23 60	6 98	-	68 04	22 66	1,623 84
July 1 to October 1, -	2,196 97	51 59	464 39	25 79	6 70	-	22 08	41 25	1,688 35
Oct. 1 to Dec. 31, -	1,997 37	48 86	424 48	24 43	8 68	-	49 18	23 83	1,515 63
1812.						1,947 24			
January 1 to April 1,	2,286 45	53 40	482 29	26 70	-	-	59 84	73 14	1,697 88
April 1 to July 1, -	2,091 37	54 72	443 27	27 36	9 84	-	41 02	32 16	1,592 44
July 1 to October 1, -	1,928 24	47 04	410 65	23 52	7 06	-	11 56	43 74	1,478 75
Oct. 1 to Dec. 31, -	1,983 24	49 34	421 65	24 67	8 64	-	32 92	20 50	1,524 20
1813.						1,885 65			
January 1 to April 1,	2,495 21	47 90	512 62	23 95	-	-	32 00	44 28	1,930 26
April 1 to July 1, -	2,619 43	40 84	522 55	20 42	-	-	-	44 62	2,072 68
July 1 to October 1, -	2,950 19	30 73	549 02	13 36	-	-	-	49 40	2,367 14
Oct. 1 to Dec. 31, -	2,481 84	50 62	511 54	13 31	-	-	-	53 57	1,932 04
1814.						2,170 77			
January 1 to April 1,	2,964 39	24 48	550 15	12 24	-	-	-	38 77	2,587 71
April 1 to July 1, -	2,997 46	39 43	572 79	19 71	-	-	-	53 37	2,391 02
July 1 to October 1, -	3,205 44	50 22	589 43	15 11	-	-	-	54 31	2,576 81
Oct. 1 to Dec. 31, -	3,086 19	26 56	579 89	13 28	-	-	-	80 50	2,439 08
1815.						2,352 60			
January 1 to April 1,	2,847 94	29 86	540 83	14 93	15 92	-	86 76	56 83	2,162 53
April 1 to July 1, -	3,382 37	21 03	468 20	7 01	20 81	-	21 26	39 06	2,847 06
July 1 to October 1, -	2,961 78	26 27	418 09	8 76	10 66	-	36 26	27 39	2,486 89
Oct. 1 to Dec. 31, -	3,446 75	34 70	481 22	11 57	9 17	-	49 00	38 05	2,892 44
1816.						2,007 17			
January 1 to April 1,	3,578 27	32 91	499 07	10 97	13 04	-	43 26	31 41	3,013 43
April 1 to July 1, -	2,343 02	7 16	498 06	3 58	11 40	-	47 74	17 62	1,771 78
July 1 to October 1, -	2,503 56	13 86	490 02	6 93	10 18	-	29 94	36 37	1,743 98
Oct. 1 to Dec. 31, -	2,148 40	8 11	459 28	4 06	8 92	-	58 36	37 96	1,587 93
1817.						2,015 51			
January 1 to April 1,	2,441 73	12 87	512 71	6 43	-	-	77 26	38 94	1,819 26
April 1 to July 1, -	2,608 44	15 92	546 40	7 96	10 00	-	40 50	59 64	1,959 76
July 1 to October 1, -	2,415 27	13 36	511 11	6 68	-	-	31 64	39 25	1,839 95
Oct. 1 to Dec. 31, -	2,680 83	6 30	531 78	3 15	-	-	71 92	39 78	2,040 50
1818.						2,136 22			
January 1 to April 1,	2,588 10	2 89	525 66	1 44	-	-	55 74	53 23	1,954 92
April 1 to July 1, -	2,786 99	16 96	541 27	8 48	-	-	51 94	33 01	2,169 25
July 1 to October 1, -	2,827 09	11 29	544 68	5 64	-	-	66 88	42 16	2,179 02
Oct. 1 to Dec. 31, -	2,811 83	8 46	543 06	4 23	-	-	64 98	32 93	2,175 09
1819.						2,174 46			
January 1 to April 1,	2,943 95	13 48	555 79	6 74	-	-	62 48	44 23	2,288 19

22d CONGRESS.]

No. 119.

[1st Session.]

ACCOUNTABILITY OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, APRIL 20, 1832.

Mr. CONNOR, from the Committee on Post Offices and Post Roads, to whom was referred the resolution instructing them to inquire into the expediency of providing, by law, for some more effectual accountability of the Post Office Department, reported:

From an examination of the regulations adopted by the Postmaster General, and as acted on now by that Department, they appear to your committee to be, in every way, calculated to insure a faithful application of its funds, efficiency in their collection, and entire safety in their preservation.

By this system, the head of the Department has excluded himself from the receipt or payment of any of its funds; and the senior Assistant Postmaster General, who acts as the treasurer of the Department, is excluded from the payment directly to him, or by him, of any of its moneys. The whole revenue of the Department is received in one of two modes: first, either by deposits in the banks, which are designated, and which (exclusive of the branches of the United States Bank) are considered perfectly safe; or, secondly, by the payments of postmasters to contractors on the drafts of the Department. Certificates of deposits are made to the Department, and signed by the proper officer of each bank, respectively; which certificates are endorsed and registered in the chief clerk's office; and the drafts on postmasters are countersigned by the principal pay clerk; no payment being required but on the signature of two officers. The postmasters, who are directed to deposit the proceeds of postage in bank, when the proceeds of their offices do not amount to six hundred dollars in one quarter, are required to deposit the whole quarterly balance within fifteen days after the close of each quarter; when the quarterly balances exceed the rate of six hundred dollars per quarter, they are to make their deposits monthly; and when their quarterly balances exceed the rate of three thousand dollars per quarter, they are to make their deposits weekly; the proceeds of each month

being paid within the succeeding seven days, and the whole quarter's balance to be paid within fifteen days after the close of each quarter. For each sum thus deposited to the credit of the Post Office Department, duplicate certificates are to be taken; one of which is to be transmitted by the first mail thereafter, as the postmaster is not entitled to a credit for his payment until the receipt of this certificate at the Department.

The whole of the disbursements of the Department are made, also, in two modes: first, by checks on the banks which are the depositories of its funds; which checks are required to be signed by two officers of the Department, each acting independently of the other; and, secondly, by drafts on the postmasters, in favor of the contractors, as heretofore stated; thus effecting, by this mode, the double purpose, without the possibility of loss in either payment or receipt.

The money appropriated for the contingent expenses of the General Post Office, such as fuel, stationary, &c., is also kept separate from the funds of the Department; and its disbursement is assigned to another officer of the Department, who is required to account directly with the Treasury, annually.

The moneys appropriated for salaries of officers and clerks are not mingled with the funds of the Department, but are especially assigned to the care and disbursement of a distinct officer; and the salaries, being paid monthly and settled quarterly, are never entered in the principal books of the Department, but those accounts are kept in a separate book; and, finally, all vouchers for receipts and expenditures are regularly made to the Treasury Department, registered, and deposited. The best evidence of the correctness of the system adopted by the Department is, that, within the last three years, not a loss has been sustained by the Department, except one, and that doubtful, and not exceeding forty dollars in amount. Your committee are unable to devise any other mode of accountability more effectual that would not be calculated greatly to embarrass the Department in its efficiency. Very many years since, a change in the organization of the Department was brought to the notice of Congress, and the propriety suggested of subjecting the payment of money in that Department to the same checks to which all other payments of public moneys were subjected; and that the sums arising from the postage of letters should be paid into the treasury. The objections being then the same as at this time, producing embarrassment in the operations of the Department, no definitive action by Congress was had, and the Department was left to pursue the system as then acted on.

22d CONGRESS.]

No. 120.

[1st Session.]

POSTAGE ON NEWSPAPERS.

COMMUNICATED TO THE SENATE ON THE 19TH OF MAY, 1832.

Mr. GRUNDY made the following report:

The Committee on the Post Offices and Post Roads, to whom was referred the bill to repeal the postage on newspapers, have had the same under consideration, and report:

That they are aware of the importance of diffusing information throughout the community through the medium of the public press, and that it is the duty of the Government to promote an object so laudable and desirable, so far as is consistent with the successful operations of the Post Office Department, and the other great interests of the country; but the safety of a Department, the beneficial effects of which are felt by every portion of the community, should not be hazarded for slight causes, nor should the principles of justice and equity be sacrificed for the attainment of fancied benefits, which are already enjoyed in a more substantial and durable form.

The committee have deemed it their duty, in examining the bearings and tendencies of a measure of such magnitude as that contemplated by the bill, to examine carefully into the condition of the Post Office Department; and they are gratified to find that it is highly prosperous. While every State and section of the country is feeling the benefits of the improved facilities of the mail establishments, the results, as to the financial condition of the Department, demonstrate the ability and faithfulness with which it has been administered.

From the 1st of July, 1827, to the 1st of July, 1830, the expenses of the Department, in each year, considerably exceeded its revenues, making in the three years an aggregate of \$181,854 80 of expenditures beyond the total amount of its revenues for the same period; but, from the 1st of July, 1830, to the 1st of July, 1831, the revenues of the Department exceeded its expenditures by \$62,252 18; and, from the 1st of July to the 1st of October, 1831, the revenues of the Department were \$10,683 38 more than its expenditures; making an aggregate difference in favor of the Department, in one year and three months, of \$72,935 56. During this latter period, the progress of improvement in the mail facilities of the country does not appear to have been in any degree diminished. Calculating that the same state of things would remain unaffected by any novel proceedings on the part of Congress, the Postmaster General has, since the 1st of October last, made provision for improvements quite as extensive, and, it is believed, as salutary, as at any former period. The passage of the bill would present an insurmountable obstacle to their accomplishment, as will be shown by the subsequent part of this report.

It must be obvious to every man of business that a Department like that of the General Post Office, involving an amount of receipts and expenditures equal to two millions of dollars per annum, cannot be advantageously managed without a considerable surplus revenue on hand, at least equal to one quarter of a year's revenue. On the 1st of July, 1827, the surplus revenue on hand amounted to \$370,633 87, and its revenues for the year ending on that day were \$1,473,551; showing a surplus equal to more than one quarter of a year's revenue. The revenues of the Department for the year ending the 1st of October, 1831, were \$2,052,439 64, and the surplus revenue at the disposal of the Department on that day was \$321,078 09, less than one-ninth part of the revenue for the year.

Although the prosperous condition of the Department is such that this surplus is continually increasing, the committee are of opinion that it would be inexpedient to impose upon the Department the necessity of diminishing it at the present time.

The bill which has passed both Houses of Congress at the present session requires the establishment of 20,600 miles of additional post routes. If the expense of transporting the mail upon these routes shall average that of the 110,000 miles of post routes already established, it will amount to \$234,000 a year; but, upon the lowest estimate, if the mail shall not be carried more than once a week over any part of them, the expense, it is believed, cannot amount to less than \$100,000 a year. The revenues which they will yield cannot well be estimated; but new routes, during the first year of their operation, seldom produce a revenue much beyond the expenses incurred by the establishment of the post offices on them, and other incidental charges attendant on them, and it must be several years before they will yield an amount approaching any thing near the expenditure which they will occasion.

The object of the bill is the more extensive circulation of newspapers. If this object shall be gained, it must, in the same proportion, increase the burdens of the mails; this will operate unjustly and oppressively upon mail contractors, who have already entered into obligations and made their arrangements without reference to the new state of things which would be produced by the passage of this bill; and should it be decided by the judicial branch of the Government that the Postmaster General could enforce the fulfilment of the contracts, it would, at least, constitute

an equitable claim on the part of the contractors for increased compensation, in proportion to the increased weight which this bill, if passed into a law, would give to the mails, and subject the Department to a very great increase of expenditure in renewing the contracts, when the present shall expire.

The postages on newspapers and pamphlets, for the three years ending on the 1st of July, 1831, were as follows:

For the year ending October 1, 1829, -	-	-	-	-	\$180,656 48
" " " 1830, -	-	-	-	-	205,098 55
" " " 1831, -	-	-	-	-	228,876 56
On the same progressive increase, they will, for the current year, amount to upwards of -	-	-	-	-	250,000 00

Of this sum, not more than one-fifth arises on pamphlets; and, if the postage on newspapers shall be abolished, it is probable that most of the pamphlets would assume the form and character of newspapers. One-half of this sum is retained by the postmasters on account of compensation for their services. If this part of their compensation shall be taken from them, while their labor is not only continued, but increased, it would seem but equitable to increase their compensation in some other way, as an equivalent; for it is believed that no class of officers under the Government are worse compensated, for the labor performed, than that of postmasters. If the labor should still be required of them without any remuneration, it is apprehended that many of the best of them would withdraw their services, and the more indifferent ones would attend to the mailing and delivery of newspapers with so little care, that their safety would be much endangered. But, if no remuneration shall be made to postmasters in lieu of the commissions which would be withdrawn by the passage of this bill, yet, while the bill establishing new routes will impose upon the Department an additional burden of from \$100,000 to \$231,000 per annum, the passage of this bill will deprive it of the means of sustaining itself, by diminishing its revenues more than another \$100,000, and burden it with the expense of transporting the additional weight of mails which will be occasioned by the removal of postages on newspapers. In this state of things, the committee would ask, how could it be possible for the Department to sustain itself? All further facilities must be abandoned for years—probably forever—and many that are already in operation must be withdrawn. With the most rigid and persevering economy, and with the best possible administration of the concerns of the Department, it would, in the opinion of the committee, involve an annual expense of at least \$200,000 beyond its revenues.

From a careful investigation of the subject, in all its bearings, the committee are satisfied that the provisions of the bill cannot be sustained without an annual appropriation from the treasury; and that appropriation must be increased from year to year, for the increase of newspaper postage is greater than that of letter postage in a duplicate ratio; and the increase of the weight of newspaper mails, even while subject to postage, is to the increase of the weight of letter mails as about thirty to one. It must, then, be obvious that, if the revenues arising on letter postage are not sufficient to defray the expense of transporting both the letters and newspapers which are conveyed in the mails, the deficiency will continue to increase, in proportion as the weight of the mails and the extent of their transportation shall increase. The measure would, probably, in a few years become seriously burdensome to the treasury, and might prove the foundation for a pretext, at no distant day, for imposing a tax on newspapers, as an equivalent for the expense of their transportation; a measure which, at this time, would meet the decided disapprobation of the whole community.

The inevitable consequence of passing this bill would be a resort to the treasury for the transportation of newspapers. To such a resort there are many, and, in the opinion of the committee, very weighty objections. It would give to the head of the Department a discretionary power over the national coffers, to an extent beyond what ought ever to be given to an individual in a free country. The appropriations, it is true, would be subject to the control of Congress; but neither Congress nor a committee of Congress would be able, in addition to their ordinary duties, to investigate the minute and multifarious concerns of that extensive and extending Department with sufficient certainty to ascertain the exact sums required from year to year to meet the public wants in mail facilities. It would be necessary in this, as in other Departments of the Government, to confide principally in the representations of its head. He would no longer have the motive which now stimulates him to present to the nation an annual exhibit of the economy of his Department, in facilitating intercourse between the most distant sections of the country upon the strength of its own resources. The responsibility he now feels in the management of those resources would, in a great measure, be lost. Leaning upon the national treasury, the necessity for rigid economy would gradually decline, and, in a few years, would entirely disappear.

The sum to be appropriated for the first year might be inconsiderable, compared with the ability of the treasury to meet it; but the experience of this country, as well as that of all others, shows that expenses, however small in their beginning, are continually growing; and, from the nature of this case, it appears perfectly evident that, if the national treasury is once resorted to for the transportation of newspapers, the increase of expense, from year to year, will be in rapid progression. While the propriety of reducing the public taxes, at this time, seems to be admitted by all, the passage of this bill will produce a new and alarming expenditure, which must, at no distant period, become a serious burden to the community.

Newspapers cannot be transported without expense, and they are generally distributed by the mail at a much lower rate than in any other way that can be devised; the price fixed is much lower than the actual cost to the Department. If they were excluded from the mails, the weight would be so diminished as greatly to reduce the expense of transportation. It is the weight of the mail that subjects it to heavy charges for transportation; and, from the best estimate that can be made, the weight of the letters transported in all the mails of the United States does not amount to more than one-fifteenth part of the whole weight of the mails: yet the postage on letters, for the year ending the 1st of October last, amounted to \$1,823,563 08; and the postage on newspapers and pamphlets, for the same period, amounted to \$228,876 56; about one-eighth part of the sum for fifteen times the weight.

The postage on newspapers is not a tax: it has no more the nature of a tax than the freight paid on merchandise. It is money paid for a fair and full equivalent in service rendered, and paid by the persons for whose benefit and by whose voluntary consent the service is performed. The law does not require newspapers to be distributed by mail; it only extends to their proprietors that privilege when it becomes their interest to avail themselves of it, in preference to other more uncertain and expensive modes. The sum paid is less than the real cost to the Department, and there does not appear any sufficient reason why the public should pay for transporting printers' articles of merchandise to a distant market, more than the productions of other kinds of industry. In all cases the expense must be defrayed, either by a tax on the community at large, or by the persons for whom the service is performed; and the committee cannot perceive a more equitable way than for each one to pay for the service actually rendered to himself for his own benefit, and by his own order.

From whatever source the revenue to be applied to that object shall be derived, yet it is drawn from the people; and, if the bill shall pass, it will, in fact, impose a tax on the people for the transportation of newspapers. The greatest benefit from this tax will accrue to him who receives the greatest number of distant newspapers. The operation, then, will not be in favor of the laboring community; the industrious and useful farmer and mechanic generally contents himself with one or two weekly papers, while his more wealthy neighbor is able to indulge himself with as many every day. The measure will, therefore, operate as a tax for the benefit of the wealthy, at the expense of his more industrious and more useful neighbor. The committee do not perceive the justice of taxing that portion of the community who read the fewest newspapers for the benefit of those who read most.

The effect it will have upon the newspaper establishments of the country, and, indeed, upon the political character of the nation, is a subject worthy of deep consideration. There is a prevailing curiosity in the interior to see and read the papers which are published in large cities, and to learn the news and rumors which are circulated there. If these papers shall be transported without expense, it is believed that they will be generally preferred, although all the useful intelligence they contain is now circulated, with a few days' delay, through the medium of the local prints. The city editors, by fixing agents in the different towns and villages to receive and circulate their papers, will depress, and eventually supplant, the smaller establishments.

A monopoly of influence in the large cities, whose political atmosphere is not always most congenial to a spirit of independence, will be the consequence. That freedom, that manliness of spirit, which has always characterized the

great body of the common people of our country, and which constitutes the safeguard of our liberties, will gradually decline; and the loss consequent upon such a state of things cannot be recompensed by any savings of postage on newspapers. A concentration of political power in the hands of a few individuals is, of all things, most to be dreaded in a republic. It is, of itself, an aristocracy more potent and dangerous than any other; and nothing will tend so effectually to prevent it as the sustaining of the newspaper establishments in the different towns and villages throughout the country.

It is imagined by some that the Post Office Department is at present a charge upon the treasury of the United States. So far from this being the fact, were an account opened between this Department and the Government, the latter would be found largely indebted at the end of each year. The treasury of the United States has, at all times, supplied annually the amount necessary to defray the expenses incurred in the General Post Office itself. These consist of the salaries of the Postmaster General, assistants, clerks, and messengers, which are annually about \$51,100; watchmen, laborers, &c. \$1,640; contingent expenses, \$7,500; making an aggregate of \$60,240. To this sum should be added about \$7,000 for extra clerk hire in each year; making, in the whole, \$67,240; and the fact that a greater amount was appropriated at the last session of Congress for extra clerk hire argues nothing against the correctness of this estimate, because that appropriation included the arrearages for extra clerk hire for the three preceding years. It may, then, be safely taken for granted that this Department does not draw from the treasury of the United States the sum of \$70,000 per annum. Against this sum advanced by the treasury, from the best calculation that the committee have been able to make, there are annually transported by mail, free of postage, from and to the Executive Departments of the Government, (exclusive of the Post Office Department,) to and from members and the officers of the two Houses of Congress, letters, papers, and documents, which, if charged for at the legal rates of postage, would exceed five hundred thousand dollars. So that the idea that this Department is a charge upon the treasury, is wholly erroneous.

The settled and accustomed practice of the Government should not be changed, without strong reasons, presenting certain and great advantages. The committee cannot discover such reasons for the change proposed in the bill. The Post Office establishment, upon its present basis, has existed from the commencement of the Government, and is producing the most happy effects. Its affairs are administered with great ability and faithfulness.

The frequency and celerity of the mails, in their present improved state, are bringing distant parts near to each other, in point of social intercourse, by which the bonds of the Union are strengthened, private friendships are gratified, commercial transactions are facilitated, and political intelligence is circulated to a degree beyond all former example.

The committee have inquired of the Postmaster General relative to some of the leading improvements in the mail establishments since the commencement of his administration. His answer is appended, and presented as a part of this report. Many of the most important of these improvements are of a recent date. If this bill shall pass, improvements like these will be at an end. The decline must be as rapid as their progress has been, and their advantages, in future, the country must forego; and for no other benefit than that of having newspapers transported at the public expense.

The committee, upon a full view of the whole subject, are of opinion that it would be highly inexpedient to pass the bill, and, therefore, recommend its indefinite postponement.

SIR:

POST OFFICE DEPARTMENT, *May 17, 1832.*

In answer to your letter of the 16th instant, I have the honor to transmit the following statement:

Among the improvements made in mail facilities within the last three years, are the following:

Such increased expedition is given to the main eastern mail, that it runs from Washington city to Boston in twelve hours less time than it has ever done before; and, from Boston, it arrives at Washington in eleven hours less time than at any former period.

The mail from New York now arrives in Washington city in 32 hours, 225 miles; and from Philadelphia, 135 miles, in 17 hours. The first of these was, until within the last month, never less than 42 hours; and the last never less than 21 hours.

The mails from Philadelphia, via Lancaster, Harrisburg, and Bedford, to Pittsburg; and from Philadelphia, via Reading, Harrisburg, and Alexandria, to Pittsburg, are now carried through in less than three days. Neither of these mails was, until lately, ever carried through in less than three and a half days. On both of these routes there are also extra lines of mail coaches established.

The mail which was formerly transported to Detroit but three times a week, is now transported daily in four-horse post coaches; and with such increased expedition, that it now runs from Washington city to Detroit in nearly three days less time than at any former period.

Daily lines of mail coaches have been established between Wheeling, on the Ohio river, and Ashtabula and Fairport, on Lake Erie, where the mail was formerly carried but three times a week, and such increased expedition given to the whole as to gain an entire day in the time of transportation.

All the connecting routes between Washington city and Buffalo, New York, via Harrisburg, Northumberland, and Williamsport, Pennsylvania, are so expedited as to run through in nearly two days less time than formerly.

The line of stages connecting Philadelphia and Delaware with the Eastern Shore of Maryland and Virginia has been increased from a bi-weekly to a tri-weekly line to Eastville, near Cape Charles, and an increased expedition given to it of one day.

The mail from New York, by New Brunswick, New Jersey, to Easton, Pennsylvania, has been increased from a tri-weekly to a daily line of four-horse post coaches.

The mail from Washington city to Harrisburg, Pennsylvania, 113 miles, has been so improved as to run through in one day, and to run daily in four-horse post coaches. The time formerly occupied was two days.

The mails are now carried from Washington city and from Baltimore, to Cincinnati, Ohio, a distance of 611 miles, in four days, by daily lines of four-horse post coaches. This was never performed before in less than six days. The same increased expedition is given to Frankfort and Louisville, in Kentucky. There is also an extra mail between Baltimore and Wheeling.

The mail which was but tri-weekly, is now transported daily in four-horse post coaches, between Cincinnati, Ohio, and Georgetown, Kentucky, 72 miles, and with such increased expedition as to run through each way in 13 hours. It was formerly 14 hours.

Lines of post coaches have been recently established between Columbus, Ohio, and Indianapolis, Indiana, Cincinnati and Indianapolis, and between Frankfort, Kentucky, and Indianapolis, where only horse mails had before been carried.

A bi-weekly line of four-horse post coaches has been established between Terre Haute, on the Wabash, and Lafayette, Indiana.

A line of stages has been established from Fayette, Missouri, to Independence, in the western part of that State.

An increased expedition has been given to the tri-weekly line of post coaches between Louisville, Kentucky, and St. Louis, Missouri, by which an entire day is gained.

The mail has been so improved between Louisville, Kentucky, and Nashville, Tennessee, as to run daily in four-horse post coaches, and through in less than two days; by which means a daily mail route is perfected between Washington city and Nashville, and in four days less time than formerly.

The route from Frankfort and Lexington, Kentucky, to Glasgow, has been extended to Nashville, Tennessee; thus giving a tri-weekly line of four-horse post coaches between Frankfort and Nashville, and with an increased expedition of half a day.

The route from Lexington, Kentucky, by Cumberland Gap, to Bean's Station, Tennessee, has been increased from a weekly to a tri-weekly line of post coaches, and so expedited as to run through in two days less time than formerly.

A line of four-horse post coaches has been established to run three times a week between Catlettsburg and Lexington, Kentucky, 128 miles.

A line of four-horse post coaches, to run three times a week has been established between Nashville, Tennessee, and Memphis, on the Mississippi river; also, between Huntsville, Alabama, via Florence, and Memphis.

A line of stages has been established, to run three times a week, between Tusculum, Alabama, and Natchez, via Jackson, Mississippi; thus constituting a regular stage connexion between the northwestern States, through the seats of Government of Tennessee and Mississippi, to Natchez, on the Mississippi river.

A line of four-horse post coaches has been established, to run twice a week between Huntsville and Tuscaloosa, Alabama.

A line of stages, twice a week, has been established between Montgomery, via Selma and Tuscaloosa, Alabama. This, with the preceding route, forms a stage connexion between the seats of Government in Georgia and Alabama, and Tennessee and Alabama.

The only regular and certain mail communication between this place and New Orleans was formerly by way of Tennessee, three times a week, through in 23 days. An abortive attempt had been made to establish a steamboat mail, by way of Mobile; but all communication, by way of Georgia and South Alabama, was too precarious for mercantile purposes. In the autumn of 1829, a regular steamboat line was established between Mobile and New Orleans; and, from the 1st of January, 1830, a line of four-horse post coaches was established, three times a week, between Fort Mitchell and Mobile, Alabama, 270 miles, and with such increased expedition as to perfect a tri-weekly line, by coaches and steamboats, in 15 days each way, between Washington and New Orleans. From the 1st of January, 1831, an increased expedition was given to this mail, so as to run through from the seat of Government to New Orleans in 12 days. Within the last six months, four additional trips a week have been established on the whole route between Macon, Georgia, and New Orleans, 637 miles; thus constituting the whole route daily between the Atlantic cities and New Orleans, and with an expedition as follows: from New Orleans to Washington city, 11 days and 18 hours; to Baltimore, 12 days and 2 hours; to Philadelphia, 12 days and 13 hours; to New York, 13 days and 5 hours; to Boston, 14 days and 18 hours.

A line of four-horse stages formerly ran twice a week between Washington city and Fauquier Court-house, Virginia, 50 miles; in lieu of which, there has been established a daily line of four-horse post coaches from Washington, by Charlottesville, Virginia, to Lynchburg, 200 miles; and a tri-weekly line of four-horse post coaches from Lynchburg, by Danville, to Salem, North Carolina, and to Lexington, North Carolina; also, a line of stages which ran twice a week from Fredericksburg, Virginia, by Halifax Court-house, Milton, North Carolina, Lexington, Salisbury, York Court-house, South Carolina, to Powelton, Georgia, is improved to a tri-weekly line of four-horse post coaches, connecting with the Lynchburg line, as above, at Lexington, and extended from Washington, Georgia, to Milledgeville, with an increased expedition which gives three days' time on the whole route of 600 miles from Fredericksburg, and 657 miles from Washington city.

A steamboat mail was formerly carried twice a week between Baltimore and Norfolk, Virginia; and a line of stages ran twice a week, 78 miles, between Norfolk and Edenton, North Carolina. There has, in the improvement of this arrangement, been an increase to three trips a week, each way, between Baltimore and Norfolk, 200 miles, by steamboat, and a tri-weekly line of four-horse post coaches established between Norfolk and Edenton, 75 miles; tri-weekly steamboat mails between Edenton and Plymouth, 29 miles; tri-weekly four-horse post coaches between Plymouth and Wilmington, 169 miles; tri-weekly steamboat mails between Wilmington and Smithville, 29 miles; and a tri-weekly line of four-horse post coaches between Smithville and Georgetown, South Carolina, 102 miles, where it connects with the great southern mail for Charleston; making, together, a complete line of steamboats and four-horse post coaches the whole distance of 660 miles, three times a week each way, and with an expedition equal to that of the great southern mail, performing the entire trip from Baltimore to Charleston in five days and one hour.

A line of two-horse stages between Warrenton, North Carolina, and Danville, Virginia, 92 miles, has been improved to a line of four-horse post coaches, to run three times a week each way.

A line of post coaches, three times a week, has been established between Warrenton, North Carolina, and Winton, via Halifax and Murrefreesborough, 82 miles.

In lieu of a weekly mail in two-horse stages, there has been established a four-horse post coach line, twice a week, between Salem, North Carolina, and Shown's Cross-roads, Tennessee, 117 miles; and the weekly route from Shown's Cross-roads to Knoxville, 135 miles, has been improved so as to run twice a week in coaches. This, with the foregoing improvements, perfects a line of post coaches on the whole line from Norfolk, Virginia, via Murrefreesborough, North Carolina, Halifax, Warrenton, Greensborough, Salem, and Wilkesborough, to Knoxville, Tennessee, 350 miles, twice a week.

A line of four-horse post coaches, twice a week, has been established from Salem, North Carolina, via Statesville, Morgantown, and Rutherfordton, to Greenville, South Carolina, 196 miles; and the weekly line of post coaches has been improved to twice a week from Greenville, South Carolina, by Picken'sville, Pendleton, and Abbeville, to Augusta, Georgia, 146 miles, thus constituting a bi-weekly line of post coaches from Salem, North Carolina, through the gold region in that State, and through the upper part of South Carolina, to Augusta, Georgia, 342 miles.

A line of post coaches has been established, twice a week, between Lincolnton, North Carolina, and Greenville, South Carolina, via Spartanburgh, 88 miles, in four-horse post coaches.

A line of post coaches has been established between Edgefield Court-house, South Carolina, and Abbeville Court-house, twice a week.

The tri-weekly route between Camden, South Carolina, and Charleston, has been improved to run six times a week, and so to alternate as to run three trips by way of Sumpterville, and three by Statesville, 120 miles.

The tri-weekly line between Columbia, South Carolina, and Charleston, 110 miles, has been improved to a daily line of four-horse post coaches.

The route from Charleston, South Carolina, to Augusta, Georgia, 145 miles, has been improved from a tri-weekly to a daily line of four-horse post coaches.

The route from Savannah, Georgia, to Augusta, has been improved from a tri-weekly line of two-horse stages to a daily line of four-horse post coaches, 120 miles.

The route from Savannah to Macon, Georgia, which was but once a week, has been established to run twice a week in four-horse post coaches.

The route from Milledgeville, Georgia, to Tallahassee, Florida, 256 miles, which ran but once a week, has been directed to run twice a week in post coaches.

A line of stages has been established from Macon, Georgia, by Forsyth and Thomaston, to Columbus, 105 miles.

A line of post coaches has been established from the mouth of St. John's river to St. Augustine, in East Florida.

The route between Richmond, Virginia, and Charlottesville, which was but tri-weekly, has been improved to a daily line of four-horse post coaches; and the whole route from Fredericksburg, Virginia, by Charlottesville, Staunton, Lewisburg, and Guyandotte, to Catlettsburg, Kentucky, 359 miles, has been improved from a tri-weekly to a daily line of four-horse post coaches. A daily steamboat mail has also been established to connect with this line at Guyandotte; thence, down the Ohio river, by Maysville, to Cincinnati, Ohio, and Louisville, Kentucky. These improvements constitute a daily line of four-horse post coaches and steamboats, on the whole of the lines from Washington city, and from Richmond, Virginia, to Cincinnati, Ohio, and Louisville, Kentucky; and, with the route from Charlottesville to Lynchburg, a daily line between Richmond and Lynchburg, Virginia.

A daily line of four-horse post coaches has been established between Bedford and Washington, Pennsylvania; thus completing a direct daily route from Philadelphia, via Lancaster and Wheeling, to Cincinnati and to Louisville.

A tri-weekly line of four-horse post coaches has been established between Washington city and Winchester, via Leesburg, 70 miles; and from Winchester, Virginia, by Romney, Cumberland, Maryland, Bedford, Pennsylvania,

to Hollidaysburg, 136 miles; thus perfecting a direct connexion, by post coaches, of Tennessee and the whole valley of Shenandoah with all the towns in the interior of Pennsylvania and the western regions of New York.

The stage route from Watertown to Ogdensburg, New York, 65 miles, which was tri-weekly, has been improved to six times a week.

The tri-weekly stage route between De Kalb and Fort Covington, New York, 63 miles, has been improved to six times a week.

The Long Island route from New York to East Hampton, New York, 122 miles, in post coaches, has been improved from twice to three times a week.

A line of post coaches, three times a week, has been established between Ithaca and Hammondsport, New York.

The tri-weekly line has been improved to a daily line of four-horse post coaches from Newburgh, New York, by Owego, Bath, Geneseo, and Avon, to Rochester, 300 miles.

From Clarkson to Middleburgh, New York, 37 miles, the tri-weekly mail has been improved to a daily line of four-horse post coaches.

An additional daily express line of post coaches has been established between Albany and Buffalo, New York, 296 miles, to run through each way in two days and eight hours.

An additional line of mails has been established, three times a week, between Albany and Whitehall, New York, 72 miles, to expedite and facilitate the mail communications between New York and Quebec, via Albany.

The tri-weekly line between Boston, Massachusetts, and Keene, New Hampshire, 85 miles, has been improved to a daily line of six-horse post coaches.

The route from Haverhill, New Hampshire, to Derby line, Vermont, (the point of entrance into Canada,) for Quebec, 71 miles, has been improved to a tri-weekly line of post coaches.

An additional weekly line of post coaches has been established between Conway and Littleton, Maine, 53 miles. An additional weekly line of post coaches has been established between Augusta and Bethel, Maine, 67 miles.

The tri-weekly line between New Bedford, Massachusetts, and Newport, Rhode Island, 30 miles, has been improved to a daily line of post coaches.

The route from Philadelphia, by Reading, to Pottsville, formerly run but three times a week, is now run twice a day in four-horse post coaches, 88 miles; and a daily line of post coaches is established between Pottsville and Mauch Chunk, 29 miles, where no mail was formerly carried.

A tri-weekly line of four-horse post coaches has been established between Detroit and Niles, Michigan Territory, 195 miles.

The foregoing includes but a part of the improvements made within the last three years. Many others, and to a considerable extent, have been made, which would require more time to enumerate than can now be given to the subject. The above, however, embraces the improvements on most of the leading routes, and, it is presumed, will meet the object of your inquiry.

I have the honor to be, very respectfully, sir, your obedient servant,

W. T. BARRY.

HON. FELIX GRUNDY,

Chairman of the Committee on Post Offices and Post Roads, U. S. Senate.

22d CONGRESS.]

No. 121.

[2d Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 4, 1832.

SIR:

GENERAL POST OFFICE DEPARTMENT, November 30, 1832.

The following report of the transactions of this Department, with its progress and prospects, is respectfully submitted:

Experience has demonstrated the fact that such improvements as facilitate intercourse by travelling, and, at the same time, increase the expedition and frequency of mails on the great leading routes, while they strengthen the bands of friendship, and promote both the moral and pecuniary interests of the country, bring an increase of revenue to the Department more than equivalent to the increase of expenditure which they occasion. But the expense for transportation must be incurred before the revenue can be realized. I have, therefore, within the year ending the 1st of July last, given an increase to the transportation and celerity of the mails far beyond that of any former year. Anticipating the law of the last session of Congress for the establishment of a greater number of new post routes than was ever before established in one year, it was deemed expedient, preparatory to meeting their expense, to make great improvements on such routes, and to confine them principally to such routes as would tend, in a still greater degree, to enhance the revenues of the Department, and, in time, to render that increase available to the expenses of the new routes which might be established. The progress of mail transportation is as follows:

The annual transportation of the mail was—

On the 1st July, 1829,	-	-	-	-	13,700,000 miles.
On the 1st July, 1830,	-	-	-	-	14,500,000 miles.
On the 1st July, 1831,	-	-	-	-	15,468,693 miles.
On the 1st July, 1832,	-	-	-	-	23,625,021 miles.

The increase of the annual transportation of the mail was—

From July 1, 1829, to July 1, 1830,	-	-	-	-	800,000 miles.
From July 1, 1830, to July 1, 1831,	-	-	-	-	968,693 miles.
From July 1, 1831, to July 1, 1832,	-	-	-	-	8,156,329 miles.

The length of post roads in the United States was, on the 1st of July last, exclusive of those established by the law of the last session of Congress, 104,467 miles, viz:

States.	Miles.	States.	Miles.
In Maine - - - - -	3,170	In North Carolina - - -	6,465
New Hampshire - - -	2,270	South Carolina - - -	3,948
Vermont - - - - -	2,337	Georgia - - - - -	4,171
Massachusetts - - -	4,657	Florida - - - - -	731
Rhode Island - - -	448	Louisiana - - - - -	1,076
Connecticut - - - -	2,500	Mississippi - - - - -	2,074
New York - - - - -	12,306	Alabama - - - - -	3,430
New Jersey - - - -	1,883	Tennessee - - - - -	5,478
Pennsylvania - - -	9,783	Arkansas - - - - -	1,939
Delaware - - - - -	424	Missouri - - - - -	1,522
Maryland - - - - -	1,953	Illinois - - - - -	3,276
Michigan - - - - -	940	Indiana - - - - -	4,445
Ohio - - - - -	8,060		
Kentucky - - - - -	5,629	Making together, as above, - -	104,467
Virginia - - - - -	9,542		

Over these roads, the annual transportation of the mail was, on the 1st of July, 1832:

States.	In stages.	In steamboats.	On horseback and in sulkeys.	Total.
	Miles.	Miles.	Miles.	Miles.
In Maine - - - - -	527,017	3,328	211,068	741,413
New Hampshire - - -	524,352	-	96,774	621,126
Vermont - - - - -	596,538	-	82,160	678,698
Massachusetts - - -	1,387,780	23,712	137,953	1,549,445
Rhode Island - - -	108,212	-	13,572	121,784
Connecticut - - - -	507,075	-	154,416	661,491
New York - - - - -	2,889,134	96,735	681,495	3,667,354
New Jersey - - - -	494,482	-	96,368	590,850
Pennsylvania - - -	2,351,184	-	600,891	2,952,075
Delaware - - - - -	92,674	-	11,024	103,698
Maryland - - - - -	579,448	58,380	151,588	789,416
Michigan - - - - -	108,136	-	43,912	152,048
Ohio - - - - -	1,181,909	47,150	510,926	1,739,985
Kentucky - - - - -	575,604	45,000	510,496	1,131,100
Virginia - - - - -	1,136,250	88,500	706,782	1,931,532
North Carolina - - -	786,775	15,288	386,308	1,188,371
South Carolina - - -	613,852	-	246,064	859,946
Georgia - - - - -	282,598	-	374,336	656,834
Florida - - - - -	14,560	-	48,808	63,368
Louisiana - - - - -	48,516	3,848	121,212	173,576
Mississippi - - - -	78,002	-	211,496	289,498
Alabama - - - - -	412,090	96,360	255,580	764,030
Tennessee - - - -	440,445	-	365,144	805,589
Arkansas - - - - -	-	-	193,076	193,076
Missouri - - - - -	79,508	-	116,792	196,300
Illinois - - - - -	210,314	-	182,170	392,484
Indiana - - - - -	196,268	21,000	391,666	608,934
Total - - - - -	16,222,743	499,301	6,902,977	23,625,021

The increase of transportation within the year ending July 1, 1832, has been—

In stages and steamboats, - - - - -	5,993,696 miles.
On horseback and in sulkeys, - - - - -	2,162,633 miles.

Making together, as above, - - - - - 8,156,329 miles.

Equal to more than half of the whole annual transportation in the United States in 1829.

Among the improvements made in the transportation of the mail, from July 1, 1831, to June 30, 1832, are the following:

The mail between the Atlantic States and New Orleans, till November last, was transported but three times a week. New Orleans being the mart for all the western States, and the principal medium of mercantile intercourse between them and the commercial cities on the seaboard, the increase of mail facilities on the great mail route to New Orleans was a subject of deep interest both to the agricultural and commercial communities of more than half the Union. The whole of this line was, therefore, from December last, improved into a daily line of four-horse coaches and steamboats, for the distance of 637 miles, between Macon, Georgia, (where the daily line formerly ended,) and the city of New Orleans; and with such increased expedition that the mail is now transported from New Orleans to Washington city in eleven days and fourteen hours; to Baltimore, in eleven days and twenty-one hours; to Philadelphia, during the steamboat navigation, in twelve days and nine hours; and to New York, in thirteen days.

The mails which were formerly transported but three times a week between Augusta, Georgia, and Savannah, 119 miles, and from Augusta to Charleston, South Carolina, 144 miles, have both been improved into daily routes, in four-horse post coaches, extending the same advantages to those cities which were enjoyed by others in their intercourse with New Orleans, and with the flourishing mercantile towns through the centre of Georgia.

The routes from Columbia and from Camden, South Carolina, to Charleston, have been increased from tri-weekly to daily lines of post coaches.

A line of mail stages has been established from the mouth of St. John's river to St. Augustine; by means of which, the communication by stages is extended from the northern States along the borders of the ocean to St. Augustine. This is the first stage route established in East Florida.

The route from Norfolk, Virginia, by Edenton, North Carolina, Newbern, Wilmington, and Smithville, to Georgetown, South Carolina, has been improved into a tri-weekly line of four-horse post coaches, connecting with the steamboat mail between Baltimore and Norfolk; and such expedition given to the whole, that the mail on that line is carried to Charleston, South Carolina, in steamboats and post coaches, from Philadelphia to Norfolk, 300 miles, in twenty-eight hours; to Edenton, 378 miles, in forty-two hours; to Newbern, 470 miles, in fifty-eight hours; to Wilmington, 568 miles, in eighty hours; and to Charleston, 766 miles, in five days and two hours.

The route from Salem, North Carolina, to Shown's Cross-roads, Tennessee, and thence to Knoxville, 252 miles, has been increased from once to twice a week, in post coaches; perfecting a line of coaches from Norfolk, Virginia, and from Raleigh and Fayetteville, North Carolina, to Knoxville and Nashville, Tennessee.

The route from Bean's Station, Tennessee, to Lexington and Frankfort, Kentucky, has been improved from a semi to a tri-weekly line of post coaches; and a line of post coaches has been established from Salem, North Carolina, to Wythe Court-house, Virginia. These two improvements, together, perfect a tri-weekly line of post coaches from the southern part of Virginia, and from the Carolinas, to the seat of Government in Kentucky, and into all the northwestern States.

The routes from Fredericksburg and from Richmond, Virginia, by Charlottesville and Lewisburgh, to Guyandotte, have been improved from a tri-weekly to a daily line of post coaches; and, in connexion with it, a daily line of steamboat mails has been established from Guyandotte, in Virginia, by Cincinnati, Ohio, to Louisville, in Kentucky. A tri-weekly line of post coaches has also been established from Guyandotte, in Virginia, by Catlettsburg, Kentucky, and Mount Sterling, to Lexington.

The route between Louisville, Kentucky, and Nashville, Tennessee, has been improved from a tri-weekly to a daily line of four-horse post coaches, and so expedited as to run through, 174 miles, in less than two days; and the tri-weekly route between Cincinnati, Ohio, and Georgetown, Kentucky, has, in like manner, been changed into a daily route. These two improvements perfect the daily mail communication in post coaches between the seats of Government in Ohio, Kentucky, and Tennessee, by way of the commercial towns of Cincinnati and Louisville.

A line of post coaches, three times a week, has been established between Columbia, Tennessee, and Huntsville, Alabama, which completes the intercourse in coaches from the seat of Government in Alabama, to Nashville, Tennessee, and to the States north of Tennessee.

Tri-weekly mail coaches have been established from Frankfort, Kentucky, and from Cincinnati and Columbus, in Ohio, to Indianapolis, the seat of Government in Indiana.

The route from Lower Sandusky, in Ohio, to Detroit, in Michigan, 102 miles, has been increased from three times a week to a daily line of four-horse post coaches; and so expedited as to run through in a little more than one day.

The whole line from Washington city and from Baltimore, via Wheeling, Virginia, to Cincinnati, Ohio, and to Maysville, Frankfort, and Louisville, Kentucky, has been so expedited as to run from Washington and from Baltimore to Wheeling in two days, and to Frankfort in five days; making the time to Cincinnati and to Frankfort two days less than was ever occupied before. The mail may now be transported, during the summer arrangement, from Washington city and from Baltimore to Wheeling, 270 miles, in two days; to Cincinnati, 520 miles, in four days; to Louisville, Kentucky, in five days; and to Nashville, Tennessee, in seven days. From Philadelphia to the same places, but twelve hours more are occupied. The winter arrangement will require two days more for the whole distance.

The mails between Philadelphia and Pittsburg have been so expedited as to run through in fifty-six hours. The mail is now transported from Washington city and from Baltimore, via Pittsburg, Pennsylvania, Cleveland and Lower Sandusky, Ohio, to Detroit, in Michigan, by daily lines of four-horse post coaches, in six days and fourteen hours, and from Philadelphia in seven days; being three days less than the time formerly occupied.

A line of four-horse post coaches has been established from Detroit, to run three times a week across the Territory of Michigan, 195 miles, to the town of Niles, on the river St. Joseph, and to run through in less than three days.

The whole route has been improved into a daily line of post coaches from Washington city and Baltimore, by York, Pennsylvania, Harrisburg, Northumberland, Williamsport, and Bath, New York, to Buffalo, on Lake Erie; and so expedited as to run through in five days.

Many other improvements have been made, and in other sections of the country, of considerable magnitude; especially in expediting and perfecting the mail intercourse between the United States and the British provinces upon our borders.

These improvements, which have considerably enhanced the expenses of the Department, have already produced an increase of revenue that begins to be sensibly felt; and promise, within a short time, more than a remuneration for all their cost. Though improvements always incur an expense before the revenues which they yield can be realized, yet, with all the increase of mail facilities during the year ending the 30th of June, 1832, the revenues of the Department have, within a very inconsiderable sum, equalled its expenses.

The revenue of the Department, comprising the whole amount of postages accruing within the year commencing July 1, 1831, and ending June 30, 1832, amounts to	\$2,258,570 17
The expenditures of the Department within the same period were—	
For compensation to postmasters,	\$715,481 68
For transportation of the mail,	1,482,507 92
For incidental expenses,	68,111 45
	<u>2,266,100 35</u>
Making an excess of expenditure beyond the revenue for the year, of	7,530 18
Within the same period there was paid into the treasury of the United States, by irregular deposits, the sum of	71 31
Making, together, a reduction of the funds of the Department of	<u>7,601 49</u>
The surplus fund available to the Department on the 1st of July, 1831, assuming that the whole amount of postage accruing from July 1, 1828, had been collected, was estimated to be	210,412 89
From which deduct the above sum of	<u>7,601 49</u>
And the surplus available fund was, on the 1st July, 1832,	<u>202,811 40</u>
The revenue of the Department was—	
For the year ending June 30, 1829,	\$1,707,418 42
For the year ending June 30, 1830,	1,850,583 10
For the year ending June 30, 1831,	1,997,811 54
For the year ending June 30, 1832,	2,258,570 17
The increase of postage over that of the preceding year was—	
For the year ending June 30, 1829,	\$108,540 47
For the year ending June 30, 1830,	143,164 68
For the year ending June 30, 1831,	147,228 44
For the year ending June 30, 1832,	260,758 63

Being a greater increase for the year ending June 30, 1832, by \$113,530 19, than accrued in any preceding year.

This may be attributed, principally, to the improvements in mail facilities; and the increase for the current year may be safely estimated at a still greater amount. The contracts for the eastern section of the United States, comprising New York and the New England States, all expire on the 31st of December next, and have just been renewed, together with new contracts for transporting the mails on the routes established by the law of last session of Congress.

The annual amount paid for transporting the mail in that section, under the old contracts, is	\$328,945 92
The annual amount which will be required under the new contracts in that section, including all the old routes, with many important improvements; also, for 142 new mail routes established in that section by the law of last session, is	421,156 19
Making an increase of expenditure in that section of	92,210 27
The contracts have also been made for the new routes established by the law of last session in the other sections, amounting to 13,111 miles of new post roads, on 298 new routes, for the annual sum of	71,945 75
Requiring, together, an annual increase of expenditure of	\$164,156 02

These contracts will go into operation on the 1st of January next; and within the year which will terminate on the 30th June, 1833, one-half of the above increase will be incurred, amounting to

\$82,078 01

At a reasonable estimate of the progressive increase of revenue from postage, there will be more than a sufficiency to meet this sum.

The increase of postages for the year ending the 30th June, 1832, was, as above stated, \$260,758 63 above those of the preceding year; but, in an increase of postages, there is a corresponding increase of commissions for compensation to postmasters.

After deducting these commissions, the remainder, constituting the *net* proceeds of postages, is applicable to the payments for transportation of the mails, and for the incidental expenses of the Department. The *net* proceeds of postages for the year ending June 30, 1832, exceeded those of the preceding year \$180,305 43. If the ratio of increase in the *net* proceeds of postages for the year which will end on the 30th June, 1833, shall only equal that of the year ending June 30, 1832, it will amount to the sum of \$196,823 06 above that of the last year, which will exceed the additional amount required for transportation by more than a hundred thousand dollars, provided no farther improvements shall be made, without estimating any thing for postages that may arise on the new routes. But a greater ratio of increase of the *net* amount of revenue may be fairly calculated upon from the very extensive improvements which have been made; and the accounts of postmasters for the quarter ending on the 1st of October last, so far as they have been examined, exhibit an increase of *net* proceeds of postages at the rate of \$260,000 a year above those of the year ending on the 30th of June, 1832.

There were in the United States on the 1st of July, 1831, 8,686 post offices. The number on the 30th June, 1832, was increased to 9,205. The constant supervision of that number of postmasters, correcting abuses, enforcing the strict observance of the laws and instructions, and, above all, requiring of each to account faithfully and promptly for all the postages received, are essentially necessary to all the other operations of the Department; and while the present system is strictly adhered to in the order of the transactions of the Department, it is confidently believed that its operations will be attended with harmony and success.

I have the honor to be, with high regard, your obedient servant,

WILLIAM T. BARRY,
Postmaster General.

To the PRESIDENT OF THE UNITED STATES.

22d CONGRESS.]

No. 122.

[2d SESSION.]

ADDITIONAL COMPENSATION TO A DEPUTY POSTMASTER.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, DECEMBER 20, 1833.

Mr. CONNOR, from the Committee on Post Offices and Post Roads, to whom was referred a resolution of the 14th instant, "instructing them to inquire into the expediency of allowing to the postmaster at Jackson, Mississippi, additional compensation," reported:

That the law gives to postmasters a per centage on newspapers and letters, deemed to be an adequate compensation for their services; yet, in the establishment of new routes and increased running of the mails, it must frequently happen that the labors of postmasters are also greatly increased. Applications, similar in character, have often been made to Congress; and in no instance are your committee aware that the prayer has been granted. Postmasters, in accepting the appointment, are aware of their prospect of compensation for the services rendered. In this case, no evidence is introduced to show why the compensation of the postmaster at Jackson should be increased, could your committee, under any circumstances, believe it would be expedient; and they have, therefore,

Resolved, That it is inexpedient to grant any additional allowance to the postmaster at Jackson, Mississippi.

22d CONGRESS.]

No. 123.

[2d SESSION.]

CREDITS CLAIMED BY A DEFAULTING DEPUTY POSTMASTER FOR LOSSES OCCASIONED BY FIRE.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, JANUARY 7, 1833.

Mr. CONNOR, from the Committee on Post Offices and Post Roads, to whom was referred a resolution, and a petition of William Walker asking to be released from a balance due the Post Office Department, reported:

That the petitioner sets forth that he was postmaster at Hickory, in Pennsylvania; that his house was destroyed by fire, and in it his books and accounts, on which were charged accounts for letters, pamphlets, &c.

The crediting of letters, pamphlets, and newspapers is an act of the postmaster, at his own risk. Neither the Department nor the acts of Congress authorize the crediting of any sum that may be, through its officers, due to it; on the contrary, it requires that its officers shall be prompt when called on by the Department to pay over its collections: the propriety of which must be manifest to all. To release Mr. Walker from the payment due the Department in consideration of his loss, (it is not pretended that any part of that loss was the proceeds of his office collected,) would be, in the opinion of your committee, establishing a dangerous precedent, and opening a door for innumerable applications. Your committee, therefore,

Resolve, That it is inexpedient to grant the relief asked for.

22d CONGRESS.]

No. 124.

[2d Session.

REDUCTION OF THE RATES OF POSTAGE.

COMMUNICATED TO THE SENATE, JANUARY 22, 1833.

Mr. GRUNDY made the following report:

The Committee on the Post Offices and Post Roads, to whom was referred the resolution of the Senate of the 2d instant, directing an inquiry "into the expediency of reducing and equalizing the rates of postage, and particularly of abolishing the postage on newspapers," have had the same under consideration, and report:

That a majority of the committee, after the resolution was referred to them, determined, at their first meeting, that the transportation of the mail ought not to be made a charge upon the public treasury, and that the Department should rely exclusively upon its own resources, except the expenditures in the General Post Office. They accordingly directed the chairman to address a letter to the Postmaster General, asking his opinion and views as to what could be done, consistently with the principle laid down by the committee. A copy of that letter, and the answer of the Postmaster General, accompany this report; and, from the facts disclosed in the letter, the committee are of opinion that there is no such sufficient cause of complaint against the rates of postage now imposed by law as would justify any material reduction of them; especially when it is ascertained that such reduction would diminish mail accommodations, and thereby impair the usefulness of the Department. The committee, therefore, recommend the adoption of the following resolution:

Resolved, That it is inexpedient, at this time, to pass any act reducing or changing the rates of postage.

DEAR SIR:

SENATE CHAMBER, January 7, 1833.

I have been directed by the Committee on the Post Offices and Post Roads to transmit to you the enclosed resolution of the Senate, and to ask your opinion and views in relation to the several subjects embraced in said resolution. The committee have decided that the Post Office Department should rely exclusively upon its own resources for the transportation of the mail; and, of course, any reduction in the rates of postage should be made upon that principle, and not under the expectation that a deficiency would be supplied from the treasury of the United States.

Yours, with respect,

FELIX GRUNDY.

HON. WILLIAM T. BARRY, *Postmaster General*.

SIR:

POST OFFICE DEPARTMENT, January 19, 1833.

In answer to your inquiry concerning my opinion and views in relation to the several subjects embraced in the resolution of the Senate passed the 2d instant, I have the honor to state:

From the earliest period of our Government, when the circulating medium of the country was much more limited, and consequently its nominal value much greater than at present, there has been no essential variation in the price of postage, as will appear from the following statements. The law of February, 1792, fixed the rates thus:

Postage on a single letter, for any distance not exceeding 30 miles, 6 cents.

Exceeding 30 miles, and not exceeding 60 miles, 8 cents.			
60	do.	100	" 10 "
100	do.	150	" 12½ "
150	do.	200	" 15 "
200	do.	250	" 17 "
250	do.	350	" 20 "
350	do.	450	" 22 "
450	do.		25 "

Newspaper postage, not exceeding 100 miles, 1 cent.

Exceeding 100 " 1½ "

The law was revised by Congress in May, 1794, and the same rates of postage were again determined upon, as above stated, in 1792.

The law of March 2, 1799, fixed the rates of postage as follows:

Single letter postage, for any distance not exceeding 40 miles, 8 cents.

Exceeding 40 miles, and not exceeding 90 miles, 10 cents.			
90	do.	150	" 12½ "
150	do.	300	" 17 "
300	do.	500	" 20 "
500	do.		25 "

Newspaper postage continued as before.

The law was revised in 1810, but no change made in the rates of postage.

From February 1, 1815, to March 31, 1816, 50 per cent. was added to all postages, for the purpose of raising a revenue in aid of the expenses of the war in which the country was then engaged.

In April, 1816, Congress established the rates as they now stand, to wit:

Single letter postage, for any distance not exceeding 30 miles, 6 cents.

Exceeding 30 miles, and not exceeding 80 miles, 10 cents.			
80	do.	150	" 12½ "
150	do.	400	" 18½ "
400	do.		25 "

Newspaper postage continued as before, except that the postage was reduced to one cent, though conveyed more than one hundred miles, if delivered in the same State in which it was printed.

In 1825 the law was revised, but the rates of postage were confirmed, as in 1816, above.

Under these circumstances, I was warranted in the conclusion that the rates of postage were so far settled, as that no important difference in their aggregate amount was to be contemplated. An experience of forty years, without producing an opposite conviction in the public mind, was deemed sufficient to justify the conclusion that the principle was settled. On this principle all the existing contracts for transporting the mails have been predicated. A reduction of the rates will, of course, require a very important reduction in the mail facilities of the country.

In relation to postage on newspapers, the consequence will be no less embarrassing. The expense of their transportation is very great, and their numbers are continually multiplying. It is an occurrence of almost every day, that more than a ton weight of newspapers is carried in one mail for hundreds of miles together, and at the rate of from eighty to upwards of a hundred miles a day; and if the postage on them shall be abolished, the number will be multiplied, and the expense of their transportation increased. It will probably be the means of superseding many of our village newspapers, by supplying their place with papers from the cities, which will render it difficult to provide for their rapid transportation at any expense.

The postages returned on newspapers for the year ending the 30th of June last amounted to \$254,796 64. If this sum shall be abstracted from the revenues of the Department, and the same or increased services still performed, it must be obvious that its present operations cannot be continued upon its own resources.

The conveyance of letters by mail affords a considerable revenue, with but little weight to transport. That revenue is the principal support of the Department. The conveyance of newspapers by mail gives a heavy weight to transport, with but a light revenue compared with their weight. If the revenue arising from letter postage shall be materially diminished, or if that arising from newspapers shall be abolished, it will be necessary so to abridge the mail facilities of the country, as that daily mails cannot be carried except between the principal commercial cities on the seaboard. The frequency and celerity of mail intercourse must almost every where be diminished; horse transportation must be substituted for that of mail coaches on many important routes; and distinct and more tardy methods must be adopted for transporting newspapers than letters. Such will be the inevitable consequences, unless provision shall be made to defray the expense from the treasury—a resort never solicited, never desired, and never given.

With these views, which are the result of certain calculation, the course which it will be most eligible to adopt is respectfully submitted to the wisdom of the committee.

I have the honor to be, very respectfully, your obedient servant,

W. T. BARRY

Hon. FELIX GRUNDY,

Chairman of the Committee on the Post Offices and Post Roads, U. S. Senate.

22d CONGRESS.]

No. 125.

[2d SESSION.]

INDEMNITY ASKED BY MAIL CONTRACTORS FOR THE LOSS OF A STAGE AND HORSES.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, FEBRUARY 6, 1833.

Mr. CONNOR, from the Committee on the Post Offices and Post Roads, to whom was referred the petition of Reeside and Robinson, reported:

That the petitioners set forth that they were contractors for carrying the mail from Montgomery Court-house, in Virginia, to Blountsville, in Tennessee; that, in January, 1829, in attempting to cross Reed creek, near Wythe Court-house, in Virginia, the waters being up, their horses were drowned, and stage and harness injured; for which loss and damage they ask of Congress remuneration. The committee view it, when an individual or individuals make a contract with the Post Office Department for the transportation of the mail, that they are to run the risk of loss and damage in stock, stages, &c.; the annual compensation given for the performance of the service is deemed to be satisfactory to the person or persons thus engaging. Your committee, therefore, believe it inexpedient, and

Resolve, That the prayer of the petitioners be not granted.

22d CONGRESS.]

No. 126.

[2d SESSION.]

APPLICATION FOR CARRYING THE MAIL ON THE OHIO AND MISSISSIPPI RIVERS IN STEAMBOATS.

COMMUNICATED TO THE SENATE, FEBRUARY 20, 1833.

To the honorable the Senate and House of Representatives of the United States in Congress assembled: Your memorialists, citizens of the town of Louisville, and commonwealth of Kentucky, respectfully represent:

That an association or company has lately been formed by citizens of Louisville, Cincinnati, New Orleans, Pittsburg, and other places, composed of a number of their most wealthy, enterprising, and meritorious merchants and traders, under the name of the "Ohio and Mississippi Mail Line;" and, with a view to promote the best interests of commerce and navigation on the western waters, it has succeeded in establishing, at great expense, a line of packets between the cities of Cincinnati and New Orleans, consisting of a number of the largest and most commodious steamboats. The number of vessels necessarily employed in the carrying trade on the Mississippi and its tributaries; the loose and irregular manner of conducting, heretofore, this business; the many disastrous and fatal accidents

which have occurred from their coming in contact and the bursting of boilers, in most cases the result of carelessness or reckless competition, having impaired the public confidence in this mode of transportation, induced the persons composing said association to embark in that enterprise. When your memorialists take into consideration the rapid improvement of the western country, the amount and value of its products, and the great extent of its inland navigation, they hesitate not to say, that any scheme which promises security to life and property embarked in commerce is worthy of public patronage. Your memorialists beg leave to represent, that they have been informed that a proposition has been made by said company to the Post Office Department to carry a mail in said line of packets from the city of Louisville to the city of New Orleans, three times a week for six months in the year; and that the Postmaster General, though convinced of its utility, has not the power, under the law regulating his duties, to enter into the contract upon fair and equitable terms. It is true that the law referred to provides that all waters on which steamboats regularly ply between port and port shall be regarded as post roads; but it also provides that the Postmaster General shall only have power to contract with any person or company to carry the mail in steamboats on such waters where the expense does not exceed three cents for each letter, and a half cent for each newspaper; and this compensation for carrying the mail, as above proposed, would be inadequate. The fact, well known to your honorable bodies, that New Orleans is the depot of the marketable productions of this immense valley, will show the great importance of facilitating intercourse between it and the principal towns on the Ohio and Mississippi rivers.

At present, there are three mails a week between Louisville and New Orleans, conveyed by land, a distance of about a thousand miles, and each is fourteen days in the transit, when it may be carried by steampackets, in perfect security, in about half that time. Most of the business correspondence is now conveyed by steamboats, *post free*, which must, from the best estimate that can be made, occasion an annual loss to the Post Office Department of from \$15,000 to \$20,000. It is believed by your memorialists, that, should the mail be sent from this place as proposed, every other day, in steampackets, to New Orleans, the mail from Baltimore would reach that city in about eleven days; and, upon this plan, the Ohio and Mississippi would become the great mail artery for the western and southwestern regions, diverging, as it conveniently might, into the interior, from prominent points on said rivers.

Your memorialists respectfully represent, that, during the steamboat season, (say from the 1st of January to the 1st of July,) the roads are bad, the streams high, the mails heavy and often detained, and packages much injured: Consequently, the river route is not only the most expeditious, but likewise the safest. The balance of the year, the navigation is uncertain, the roads good, and the mails comparatively light. Hence it is not desirable that the mails should be carried by steam longer than the period above stated.

Wherefore, your memorialists humbly pray that a law may be passed to authorize the Postmaster General to contract for the transportation of said mail from Louisville to New Orleans by water, &c. And your memorialists, as in duty bound, will ever pray.

22d Congress.]

No. 127.

[2d Session.]

COST OF TRANSPORTING THE MAIL IN EACH STATE, INCLUDING THE EXPENSES OF POST OFFICES AND EXTRA ALLOWANCES MADE TO CONTRACTORS.

COMMUNICATED TO THE SENATE, FEBRUARY 21, 1833.

SIR: POST OFFICE DEPARTMENT, February 19, 1833.

In obedience to the resolution of the Senate, dated June 9, 1832, I have the honor to submit the following report:

The resolution calls for a report of "the amount of expense of transporting the mail, and all the contingent and other expenses attending the post offices in each State, so far as the same can be ascertained, with the amount of extra allowances made to contractors since the 1st of January, 1830."

Not having received official information of the passage of the resolution, I was not apprized of its existence till some time after the commencement of the present session; when, being advised of it through the honorable mover of the resolution, the journals of the last session were searched, where it was, for the first time, discovered by me. This will account for the delay to furnish the answer.

The accounts of postmasters, with their compensation, and the contingent expenses of their several offices, are kept in alphabetical order, and not separately, by States; and the separation of the various items of charge in the whole number of nine thousand accounts for each quarter of a year, amounting to about seventy thousand for the whole time embraced in the resolution, and exhibiting the amount in each State separately, would occupy a greater length of time than the period of any one session would admit, and an amount of labor far beyond what is allotted to the business of the Department.

The incidental expenses of the Department consist principally in the disbursements made for mail bags, mail locks and keys, blanks for postmasters' accounts, post bills, wrapping paper for putting up mails, agencies, &c. The mail bags and locks are sent indiscriminately through all the States; and agencies are common to different States. Blanks are furnished to each postmaster according to the magnitude of his office, without any account of the exact expense of the amount sent to each. It is, therefore, not possible to specify the amount of expense in each State.

In the transportation of the mail, a very considerable proportion of the routes run partly into one State and partly into another; and, in some instances, the same route runs into three or four different States. In these cases it is impossible to determine what proportion of the expense is incurred for the transportation in each State. Mail routes also frequently pass through a State for the benefit of other States, rather than for the benefit of the State through which they pass. Such is the great mail route between Philadelphia and New York. It is placed under the head of New Jersey. Thirty miles of it are in the State of Pennsylvania, fifty-nine in New Jersey, and one mile in New York; yet it is principally for the benefit of the two cities which constitute its extreme points; and more than five times the benefit of it results to New York above that of New Jersey. This principle is still more strikingly illustrated in the mail route between Mobile and New Orleans. It runs into the three States of Alabama, Mississippi, and Louisiana. More than half of the whole route is in Mississippi, and, of course, more than half its expense is incurred for transporting the mail in Mississippi; yet the State of Mississippi derives no immediate benefit from it, except the supply of the little isolated office of Pascagoula, which does not yield \$100 a year nett revenue to the Department. It must, therefore, be obvious that, if the exact amount expended for transporting the mail in each State could be given, it would but very imperfectly exhibit the amount of expenditure for the benefit of each State, or the comparative view of mail accommodation which each State enjoys. But another difficulty presents itself, which cannot well be obviated. It often happens, and in the most important mail routes, that one person or company contracts for a gross sum for carrying the mail on several routes lying in different States. In such cases, there is no rule by which it can be ascertained what proportion of that sum is applicable to the transportation in each State. If the

division should be estimated in the exact proportion to the number of miles travelled in each State, it would be exceedingly incorrect, because the transportation of the mail, owing to the difference in roads, the different degrees of weight and celerity, and the difference in number of passengers, costs four times as much per mile on some routes as upon others in the same vicinity.

The mail routes in the United States are divided into four sections, viz: The northeastern, comprising the States of Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, and New York; the middle, comprising the States of New Jersey, Pennsylvania, Delaware, Maryland, Ohio, and Kentucky, and the Territory of Michigan; the southern, comprising the States of Virginia, North Carolina, South Carolina, and Georgia, and the Territory of Florida; the southwestern, comprising the States of Louisiana, Mississippi, Alabama, Tennessee, Missouri, Illinois, and Indiana, and the Territory of Arkansas.

Without a greater amount of labor than can be given to it during the present session, the division of the expense for transportation cannot be made beyond that of the four divisions.

The amount of expense for transporting the mail from the 1st of January, 1830, to the 1st January, 1832, was—

For the northeastern section, -	-	-	-	-	-	\$640,024 29
For the middle section, -	-	-	-	-	-	780,976 41
For the southern section, -	-	-	-	-	-	701,476 68
For the southwestern section, -	-	-	-	-	-	469,776 16
Total,						\$2,592,253 54

The amount of extra allowances made to contractors during the same period was—

In the northeastern division, -	-	-	-	-	-	\$35,035 73
In the middle division, -	-	-	-	-	-	41,315 74
In the southern division, -	-	-	-	-	-	2,101 27
In the southwestern division, -	-	-	-	-	-	50,619 13

Total amount of additional allowances for two years, \$119,071 87

There was a saving during the same time in renewing the contracts in two divisions, viz:

Southwestern division, from January 1, 1830, -	-	-	-	-	-	\$19,195 37
Southern division, from January 1, 1831, -	-	-	-	-	-	25,047 87

\$44,243 24

Leaving the amount of extra allowances from January 1, 1830, to January 1, 1832, beyond the amount curtailed in the same period, \$74,828 63. The amount of expenses for transporting the mail for the year 1831 was \$1,320,097 56; the amount of expenses for transporting the mail for the year 1829 was \$1,245,268 93; the difference, agreeing with the above statement of increase, is \$74,828 63; the amount paid for compensation to postmasters, including the contingent expenses of their offices, from January 1, 1830, to January 1, 1832, was \$1,278,963 60; the incidental expenses of the Department were, from January 1, 1830, to January 1, 1832, \$135,837 32.

The foregoing statements exhibit the whole expenses of the Department for the two years from January 1, 1830, to January 1, 1832, viz:

For transportation of the mails, -	-	-	-	-	-	\$2,592,253 54
Compensation to postmasters, including the contingent expenses of their offices, -	-	-	-	-	-	1,278,963 60
Incidental expenses, -	-	-	-	-	-	135,837 32
						<u>\$4,007,054 46</u>

I have the honor to be, very respectfully, sir, your obedient servant,

W. T. BARRY.

To the Hon. HUGH L. WHITE, *President of the Senate pro tem.*

APPENDIX.

14th CONGRESS.]

No. 1.

[2d Session.]

SUNDAY MAILS.

COMMUNICATED TO THE HOUSE OF REPRESENTATIVES, MARCH 1, 1817.

Mr. MILLS made the following report:

The committee, to whom were referred sundry petitions, from different parts of the United States, praying that Congress would prohibit, by law, the transportation and opening of the mail on the Sabbath, ask leave to report:

That they have devoted that attention to the said petitions which the importance of the subject, and the motives which actuated so respectable a portion of their fellow-citizens, seemed to require.

To enable them to decide with more correctness, the committee addressed a note to the Postmaster General, requesting of him information upon the following points, viz:

1. "What instructions, if any, have been given by your Department to the deputy postmasters of the United States, in regard to the arrival and departure, opening and distribution of the mail on the Sabbath?"
2. "Is the mail now transported on the Sabbath over any route where it is not transported every day in the week? If so, please to state over what route, and for what reasons, it is thus transported?"
3. "Would the prohibition of the transportation and opening of the mail on the Sabbath essentially impede the arrangements of your Department, or injure the public interest?"

To these inquiries, the Postmaster General returned the following answer, which the committee make a part of their report:

GENERAL POST OFFICE, February 20, 1817.

To the honorable the Committee to whom were referred sundry petitions, from different parts of the United States, praying that Congress would prohibit, by law, the transportation and opening the mail on the Sabbath day.

The first point of your inquiry is, "what instructions, if any, have been given by your Department to the postmasters of the United States, in regard to the arrival and departure of the mails at their respective offices on the Sabbath?"

To which I observe, that the ninth section of the "act, regulating the Post Office establishment" directs that postmasters shall attend, every day on which a mail shall arrive at their offices, and at all *reasonable hours*, on *every day* in the week.

To regulate the operations of postmasters, under the above-quoted section, and to prevent unnecessary intrusion on the Sabbath, the following instructions were prescribed, to wit:

"At post offices where the mail arrives on Sunday, the office is to be kept open for the delivery of letters, &c., for one hour after the arrival and assorting of the mail; but, in case that would interfere with the hours of public worship, then the office is to be kept open for one hour after the usual time of dissolving the meeting, for that purpose."

I will further state that, when a mail is conveyed on the Sabbath, it is to be opened and exchanged, at those offices which it may reach, in the course of the day. This operation (at the smaller offices) occupies not more than ten or twelve minutes; in some of the larger offices, it occupies one hour; and, it is believed, does not considerably interfere with religious exercises, as relating to the postmasters themselves.

Another instruction prescribes, "That if a mail arrives at an office too late for the delivery of letters on Saturday night, the postmaster shall deliver them on Sunday morning, at such early hour as shall not trench upon the hours devoted to public religious services."

No complaint has reached this Department against postmasters for non-observance of those instructions; which, if not strictly adhered to, must be imputable to the urgency of applications, or the complaisance of the postmasters.

The usage of transporting the mail on the Sabbath is coeval with the Government under the present constitution of the United States; though the practice of delivering letters on the Sabbath is of more recent origin, and commenced in 1810, by virtue of the aforesaid ninth section, and the above-recited instructions emanating therefrom.

The second point of inquiry is, whether "is the mail transported on the Sabbath along any route where it is not transported every day in the week? if so, which are those routes, and for what reasons is it thus transported?"

To which it is replied, that in forming arrangements, and fixing the times for the arrivals and departures of mails on lesser and cross routes, care is taken to avoid the transport of the mail on the Sabbath, except where the omission to transport on that day would break chains of communications, producing great delays to public and private intercourse; and it is the mutual desire of the contractor and the Department to avoid running the mail on the Sabbath.

The third point of your inquiry is, "would the prohibition of the transportation and opening the mail on the Sabbath essentially impede the arrangements of your Department, or injure the interests of the public?"

As precursory to my reply to the third point, it is to be considered that the mail now passes every day in the week from Portsmouth, New Hampshire, to Savannah, in Georgia, without resting on the Sabbath; and the same practice prevails on the two great routes from Washington city to Ohio, Kentucky, Illinois Territory, and Missouri Territory; from this city to Tennessee, Mississippi, and Kentucky, to New Orleans; from Charleston to Tennessee and Kentucky; and on several other great chains of communication. If the mail were not to move on the Sabbath, on the first-mentioned route, it would be delayed from three to four days in passing from one end of the route to the other:

From Washington city to New Orleans, three days; from Boston to New Orleans, four and five days; and, generally, the mails on the great route would (on an average) be detained one-seventh part of the time now employed.

The following will serve as an example of delay to the weekly mails carried on horseback: The mail is carried from Baltimore to Washington city in a stage; thence, to the mouth of the Potomac, on horseback. By travelling on Sunday, there is half a day allowed in Baltimore for answering letters; but, if the horse-mail did not travel on Sunday, an answer to letters would be delayed a whole week.

The compensation for carrying the mail in stages is but a partial benefit to contractors; the principal one arises from the transport of passengers. If the stages which carry the mail cannot proceed on the Sabbath, passengers will not enter those stages; of course, the stage proprietors, who offer for the carriage of the mail, will rise in their demands, according to the deduction of receipts which shall be occasioned by loss of passengers; for those rival stages which run every day will be resorted to. Even foreign agents would outstep the Government, and obtain advantages beyond its own establishments of communication. Added to this enhanced expense of transport, would be the loss of postage that would occur from a practice (which would inevitably follow) of sending letters by passengers in those stages which run daily. This practice of sending by passengers prevailed, in a considerable degree, during the existence of the law which added fifty per cent. on former postages.

A prohibition to transport the mail on the Sabbath would disorder the whole system of transportation on more than seven hundred routes.

The population of the United States is widely extended. The greater the territorial extent of any Government, the greater must be the necessity for celerity and frequency of its intercourse.

If it be considered necessary that governmental despatches be transmitted on the Sabbath, it may then be observed that, as far as such transmission is beneficial to the nation, by preserving or improving its condition, so far has it a tendency to the conservation and the protection of the great community, in the enjoyment of *religious* as well as *civil liberty*; and enabling it to enjoy, in safety and in quietude, the benefits diffused from a due observance of the Sabbath.

The contents of mails are not confined to public despatches, nor to subjects of private business or pleasure. The same mail which transports such, equally accelerates supplies to want, consolation to affliction, and to piety evangelical correspondence; and thus, performing works of charity, it may be considered as *doing good on the Sabbath day*.

I am, respectfully, your obedient servant,

R. J. MEIGS, Jun.

In addition to the foregoing letter, the committee beg leave to observe, that they cordially agree with the petitioners in the importance of a religious observance of the Christian Sabbath—an institution calculated to afford an opportunity for relaxation from labor and worldly cares; for reflection upon serious and moral subjects; for devout adoration of the Creator and Governor of the world; for acts of charity and benevolence; and for the exercise and improvement of all those virtues which adorn the nature and contribute to the happiness of man. To the State Governments, however, and not to the Government of the United States, belongs the power, as far as the rights of conscience and the provisions of their respective constitutions will permit, of establishing and supporting such institutions as are calculated to enlighten the understanding and correct the heart, by inculcating and diffusing among the people the great principles of piety, religion, and morality, and of passing and enforcing laws to prevent the profanation of the Sabbath.

The power "to establish post offices and post roads" is, by the constitution of the United States, exclusively vested in Congress; and the transportation and distribution of the mail, at such times and under such circumstances as the public interest may require, are necessarily incident to that power. In regulating an establishment of so much importance to the country, Congress have, by law, enjoined it upon the Postmaster General "to provide for the carriage of the mail on all post roads that are, or may be, established by law; and as often as he, having regard to the productiveness thereof, and other circumstances, shall think proper." In pursuance of this authority, it has been the invariable practice of that Department, ever since the establishment of the General Government, to provide

for the transportation of the mail, upon every day of the week, along the great and important routes through and across the country. If, in the early period of our political existence, such an arrangement was found necessary, the great increase of wealth, population, and territory, which has since taken place, in the opinion of the committee, demands its continuance.

In a country so extensive, and whose citizens are united by so many ties of friendship and consanguinity, as well as of business and policy, the convenience of the people and the exigencies of Government alike require that every reasonable facility should be furnished for the intercourse and communication of its different parts.

Under some circumstances, the petitioners themselves must admit that travelling upon the Sabbath is not only excusable, but an act of duty; and the committee cannot doubt that, along the chain of communication from one extremity of the Union to the other, through places of great wealth and business, and a dense population, the facility of communication furnished by the mail prevents, in numerous instances, the doing of that which, without such facility, would be a "work of necessity or charity."

Many of the evils stated by the petitioners are not necessarily incident to the practice of which they complain.

The transportation of the mail upon the Sabbath, by the agent of the Government, furnishes no justification to the traveller who unnecessarily fixes upon that day to perform his journey in the public stage; nor does the delivery of letters at the respective post offices justify the assemblage of a concourse of people at such offices on that day. These evils, if they exist, it is perfectly within the power of the several State Governments to correct. But, as the practice of travelling on the Sabbath is tolerated by the State Governments, in at least three-fourths of the Union, the prohibition of the transportation of the mail on that day would have no other effect than to transfer to private hands that communication from place to place which is now performed by the Government. Stage coaches and expresses would supply the place of the mail. If, for example, the mail should not pass on the Sabbath between New York and Philadelphia, or between Philadelphia and Baltimore, there being no law to prohibit any other communication between those places on that day, the citizens of those large commercial cities would still maintain their daily intercourse with each other, by such private conveyance as they could employ. This would put upon the road, as agents, expresses, and private contractors, many more persons and carriages than are now employed in the transportation of the mail. Until, therefore, the prohibition of travelling on the Sabbath, by the several State Governments, shall have become, in some degree, general, a law to stop the mail on that day would rather increase than diminish the evil of which the petitioners complain.

In the opinion which the committee have formed upon this subject, they have not been influenced by any considerations of economy in the transportation of the mail, though that is alluded to in the letter of the Postmaster General; but by a sincere belief that, in the present situation of the State laws, and under proper regulations, the practice is as consistent with the requirements of the *moral law* as it is with a sound and enlightened policy.

But, although the committee believe it necessary to continue the transportation of the mail, they do not perceive that the same necessity exists for the delivery of letters at the respective post offices on the Sabbath. They, therefore, report the following resolutions:

Resolved, That it is inexpedient, at this time, to pass any law respecting the transportation of the mail.

Resolved, That provision be made, by law, to prohibit the delivery of letters at the respective post offices of the United States on the Sabbath.

18th CONGRESS.]

No. 2.

[2d Session.]

CONDITION OF THE POST OFFICE DEPARTMENT.

COMMUNICATED TO THE SENATE, DECEMBER 2, 1823.

SIR:

POST OFFICE DEPARTMENT, November 17, 1823.

In obedience to your request, I have the honor to submit the following statement respecting the affairs of this Department.

There are established by law 88,600 miles of post roads in the United States; and, at this time, the mail is transported 85,700 miles on these roads, leaving 2,900 miles not yet carried into operation. The mail is transported in stages on 20,943 miles of post roads.

At the commencement of the next year the mail will be conveyed on all the routes established, with perhaps one or two exceptions, for which contracts have not yet been made.

The following statement will show the increase of post roads in the years specified:

In the year 1819	there were established of post roads,	-	-	-	9,113 miles.
In the year 1820	do.	do.	-	-	4,906
In the year 1821	do.	do.	-	-	6,562
In the year 1822	do.	do.	-	-	5,746
In the year 1823	do.	do.	-	-	2,800

29,127

Making a total increase, in the five years stated, of twenty-nine thousand one hundred and twenty-seven miles.

As near as can be known from the records of this Department, there are about 5,242 post offices established: means have been taken to ascertain the exact number.

The following will show the increase and diminution of the amount due to the Department by postmasters, late postmasters, and contractors:

On the 31st December, 1799,	there was due	-	-	-	-	\$81,544 74
On the 31st December, 1804,	do.	-	-	-	-	144,457 57
On the 31st December, 1809,	do.	-	-	-	-	215,347 63
On the 31st December, 1814,	do.	-	-	-	-	232,652 19
On the 1st April, 1820,	do.	-	-	-	-	668,472 72
On the 1st April, 1821,	do.	-	-	-	-	613,007 96
On the 1st April, 1822,	do.	-	-	-	-	486,358 25
On the 1st April, 1823,	do.	-	-	-	-	435,651 46

From the 1st April, 1820, to 1st April, 1821, it appears there was a charge upon the balances due to the Department of	-	-	-	-	\$55,464 76
From the 1st April, 1821, to the 1st April, 1822, -	-	-	-	-	126,649 91
From the 1st April, 1822, to the 1st April, 1823, -	-	-	-	-	50,706 79
					<u>232,821 46</u>
To this sum of two hundred and thirty-two thousand eight hundred and twenty-one dollars and forty-six cents must be added, for expenses incurred in transporting the mail, under bids accepted, in cases where contracts had not been executed, or, if executed, had not been returned to the Department, about	-	-	-	-	30,000 00
					<u>\$262,821 46</u>

The amount of postage which accrued for the three years above stated was less than the actual expenditures of the Department by the above sum of two hundred and sixty-two thousand eight hundred and twenty-one dollars and forty-six cents. But the real deficiency will be found much greater than this sum, for there should be added the losses that will inevitably take place in collecting more than a million of dollars in each year from between five and six thousand postmasters. The real excess of expenditure above the receipts for postage, which accrued in the three years stated, cannot be much below three hundred thousand dollars. The whole of this deficiency must have been collected out of the balances due to the Department, except the amount that may yet remain unpaid.

The gross amount of postage which accrued from the 1st July, 1822, to the 1st July, 1823, was \$1,114,345 12

The expenditures of the Department during the same period are as follows:

Compensation to postmasters, including their incidental expenses, &c.	-	-	-	-	353,995 98
Incidental expenses of the Department,	-	-	-	-	30,866 37
Transportation of the mail,	-	-	-	-	784,600 08
Payments into the treasury,	-	-	-	-	423 08
					<u>1,169,885 51</u>
Amount of postage, as above stated, -	-	-	-	-	1,114,345 12
					<u>\$55,540 39</u>

This balance of fifty-five thousand five hundred and forty dollars and thirty-nine cents remains against the Department, if every dollar of postage which accrued within the year should be collected. This cannot be expected; and the deficiency will be increased in proportion to the losses sustained in making collections for the year.

On the 1st of July last there was due by the Department to contractors, for services rendered prior to that time, twenty-six thousand five hundred and forty-eight dollars and sixty-four cents. This sum must be discharged out of the current receipts for postage, or from collections made out of the balances due to the Department. These balances on the 1st of July last amounted to three hundred and ninety-one thousand nine hundred and ninety-four dollars and fifty-nine cents; one hundred and thirty-five thousand two hundred and forty-five dollars and twenty-eight cents of which was due from postmasters, the balance from late postmasters and contractors. As this sum includes delinquencies which have been accumulating since the organization of the Department, and as large sums have been collected from these balances within the last three years, a large proportion of the amount, which for some years has been due from late postmasters and contractors, may safely be assumed as lost. There is now about one hundred and sixty thousand dollars in suit against late postmasters, and in a very short time suits will be commenced for all balances, except those which are due by postmasters in office.

Not more than two hundred and fifty thousand dollars will probably be collected from the total amount of balances due to the Department; and, to realize this amount, some years of unremitting exertions will be necessary. A great majority of the accounts are for less than one hundred dollars each, and some hundreds of suits must be brought, in addition to those now pending.

It was the constant endeavor of my predecessor, for some years past, to reduce the expenditures of the Department within its receipts; and the reduction of the balances due to the Department shows that within the last three years large sums have been realized from that source.

In making the late contracts, the expenditure has been reduced on routes in operation forty-seven thousand eight hundred and twenty-one dollars and twelve cents. And it is believed that the public convenience has been promoted by contracts to have the mail conveyed in stages on several important routes.

There will be in operation the next year stages for the conveyance of the mail from the city of Washington to St. Louis, and probably to Franklin, in Missouri, as a proposition has been made by the Department for an extension of the line from St. Louis to Franklin. The weight of the mail and its security require stages on this route.

The routes established at the last session of Congress, which will go into operation at the commencement of the ensuing year, amount to fourteen thousand and twenty-one dollars. New routes are always found unproductive; and it may be safely estimated that two-thirds of this sum will be a charge on the revenue of the Department, from other sources, for some years to come.

A contract has not yet been made for the transportation of the mail on the route from St. Augustine, in East Florida, to Pensacola, which was established by act of Congress, in the session of 1822.

Diligent inquiry has been made, and it does not appear that there is a road between these places, on the route designated, on which the mail can be conveyed. There are Indian paths which pass through different Indian settlements, but none, it is understood, that extend for any considerable distance on the proper direction. The want of a road is not the only obstacle on this route; almost the whole distance is an uninhabited wilderness, except a few Indian villages; and it is represented that very large and impassable swamps and lakes will render the passage of the mail in some places impracticable.

The lowest responsible bid that has been made for the conveyance of the mail on this route is four thousand dollars; and it is confidently believed that the route will not add two hundred dollars to the receipts of the Department. As this is an established route, I shall deem it my duty to accept the best bid which has been made, and close the contract, so that an attempt to transport the mail on it may be made, unless Congress shall think proper to modify or repeal the law.

It is understood that, whilst Congress are willing that all the revenue of this Department shall be appropriated in extending the travel of the mail, they are unwilling to provide for this accommodation, to any considerable extent, by appropriations from the treasury. It is, therefore, an object of great importance to bring the expenditures of the Department at least within its receipts. This may be done by discontinuing the unprofitable routes—the expense of which greatly exceeds the convenience to the public—and by a rigid economy in the administration of the affairs of the Department.

If Congress, at the ensuing session, will discontinue unproductive routes, so as to lessen the expenditure twenty-five thousand dollars, including the expense of the new routes which they may establish, it is believed that the expenditure of the Department may be brought within its receipts for the ensuing year. It will be remarked, that the amount of reduction here proposed is less than the sum due to contractors on the 1st of July last. There has been paid into the treasury of the United States by this Department, since its organization, one million eighty-nine thousand three hundred and thirty-seven dollars and twenty-nine cents.

The receipts of the Department, it is expected, will be greater the ensuing year than the present. An arrangement has been made respecting the postage on newspapers, which will probably increase the receipts nearly thirty thousand dollars.

The average amount received from this source has been about sixty-six thousand eight hundred dollars annually. There are more than five hundred and sixty newspapers printed in the Union. It has been estimated that, on an average, each newspaper office sends three hundred papers weekly in the mail; one-fourth of which are supposed to be sent out of the State or Territory in which they are printed. This would give an increase to the revenue of the Department of nearly forty thousand dollars. Some country papers may not send weekly in the mail more than from fifty to a hundred papers, but some offices are known to send from ten to twenty thousand. From the best data on which a calculation can be made, it is believed that something near the estimated result may be produced. But as fifty per cent. of the postage on newspapers is paid to postmasters for their compensation, only one-half of the increased receipts from this item will be added to the means of the Department. The deficiencies in the receipts from this item, which are believed to exist, do not arise from any want of integrity in postmasters, but rather from indulgencies which they are in the practice of extending for newspaper postage. It is believed that they generally render an account of the amount received, but they fail to collect what might have been required in advance.

An arrangement will soon be made to draw drafts on each postmaster quarterly for the postage received. This will be done by arranging the different post offices under the numbers of the respective routes on which they are situated, and requiring the receipts of the offices on each route to be exhausted by drafts to the contractor for the route, before he is paid from any other source. If there be a deficiency of funds on the route to pay the contractor, he can be paid by drafts on some other convenient offices, or by checks on banks where funds of the Department may be deposited. If there be a surplus of funds on the route, they can be drawn for in favor of some contractor on a convenient route, or deposited in some bank, as convenience may require. The large offices will all be required to deposit in banks.

This arrangement will supersede the practice of remitting by mail, as heretofore; and it will induce a much greater punctuality of payment, as postmasters will always expect quarterly drafts, however small their receipts. This plan will enable the Department to realize quarterly the postage paid more certainly, it is believed, than any other mode which can be adopted.

In making remittances to the Department, about one thousand dollars have been lost annually; and, as the same money is sent by mail to contractors, sometimes into the neighborhood from whence it was remitted, the loss in this transmission must at least be equal to that of remitting by postmasters. By the arrangement proposed, the labor of the Department will be lessened, and the moneys appropriated will always appear by the transactions of the office, without passing through the hands of any one employed in the General Post Office.

No check whatever, except the integrity of the postmaster and of the receiving clerk in the Department, has heretofore existed for all the moneys which have been remitted. If the postmaster states that he has remitted any amount, and will make affidavit of the fact, he obtains a credit, though the money has never been received. Should the clerk who receives the quarterly return, in which the remittance is usually enclosed, take the amount and destroy the return, there is nothing that can lead to a discovery; the return is supposed to have been lost in the conveyance. Without entertaining any illiberal suspicions against either postmasters or clerks, such a system is considered as radically defective, and a change is deemed indispensable. It is believed that no change is preferable to the one contemplated, as it will give certainty, and, at the same time, simplify and lessen the labor of the Department.

Before the commencement of the ensuing session of Congress, copies of all contracts for the conveyance of the mail, made prior to the 1st of July last, will be deposited in the Treasury. After that period a duplicate of all contracts will be filed in the Treasury Department, as the law requires.

Accounts have been rendered to the Treasury up to the 30th September, 1821. This part of the business of the office has not generally been brought up as near the current transactions as at present, but it is contemplated to have the accounts rendered to the Treasury as promptly, in future, as the operations of the Department will admit.

I have the honor to be, most respectfully, your obedient servant,

JOHN McLEAN.

To the PRESIDENT OF THE UNITED STATES.



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TO

POST OFFICE DEPARTMENT.

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